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he Huntingdon Journal.

R. DURBORROW, - - J. A. NASH,
PUBLISHERS AND PROPRIETORS.

ice on the Corner of Bath and Washington streets.

THE HUNTINGDON JOURNAL is published every ednesday, by J. R. DURBORROW and J. A. NASH, der the firm name of J. R. DURBORROW & Co., at ,00 per annum, IN ADVANCE, or $2,50 if not paid in six months from date of subscription, and if not paid within the year.

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WILLIAM A. FLEMING, Attorney- at-Law, Huntingdon, Pa. Special attention ven to collections, and all other legal business ended to with care and promptness. Office, No. 9, Hill street. [ap19,'71.

DR. G. D. ARNOLD, Graduate of the University of Pennsylvania, offers his pro- sional services to the people of Huntingdon and inity.

REFERENCE:—Dr. B. P. Hook, of Loysville, Pa., th whom he formerly practiced; Drs. Stille and newm of Philadelphia.

Office on Washington street, West Huntingdon, [ap.19,'71.

DENGATE, Surveyor, Warriors- mark, Pa. [ap12,'71.

D. CALDWELL, Attorney-at-Law, No. 111, 3d street. Office formerly occupied Messrs. Woods & Williamson. [ap12,'71.

L. ROBB, Dentist, office in S. T. Brown's new building, No. 526, Hill St., antingdon, Pa. [ap12,'71.

DR. R. R. WIESTLING, respectfully offers his professional services the c- izens of Huntingdon and vicinity. Office remo- ed to No. 618½ Hill street, (SMITH'S ILDING.) [apr.5,'71-1y.

ALLISON MILLER. H. BUCHANAN.

MILLER & BUCHANAN, DENTISTS, No. 228 Hill Street, HUNTINGDON, PA.

April 5, '71-1y.

R. DURBORROW, Attorney-at- Law, Huntingdon, Pa., will practice in the eral Courts of Huntingdon county. Particular ention given to the settlement of estates of decea- nts. Office in he JOURNAL Building. [feb.1,'71.

I. GLAZIER, Notary Public, corner of Washington and Smith streets, Hun- ngdon, Pa. [jan.12'71.

MILES ZENTMYER, Attorney-at- Law, Huntingdon, Pa., will attend promptly all legal business. Office in Cunningham's new uilding. [jan.4,'71.

K. ALLEN LOVELL, Attorney-at- Law, Huntingdon, Pa. Special attention ven to COLLECTIONS of all kinds; to the settle- ent of Estates, &c.; and all other Legal Business osecuted with fidelity and dispatch. Office in room lately occupied by R. Milton eer, Esq. [jan.4,'71.

T. W. MYTON, Attorney-at-Law, Hun- tingdon, Pa. Office with J. Sewell Stewart, sq. [jan.4,'71.

J. HALL MUSSER, Attorney-at-Law, Huntingdon, Pa. Office, second floor of sister's new building, Hill street. [jan.4,'71.

P. M. & M. S. LYTLE, Attorneys- at-Law, Huntingdon, Pa., will attend to l kinds of legal business entrusted to their care. Office on the south side of Hill street, fourth door est of Smith. [jan.4,'71.

J. SYLVANUS BLAIR, Attorney-at- Law, Huntingdon, Pa. Office, Hill street, ree doors west of Smith. [jan.4'71.

J. A. POLLOCK, Surveyor and Real Estate Agent, Huntingdon, Pa., will attend Surveying in all its branches. Will also buy, ll, or rent Farms, Houses, and Real Estate of ev- y kind, in any part of the United States. Send r a circular. [jan.4'71.

DR. J. A. DEAVER, having located at Franklinville, offers his professional ser- ices to the community. [jan.4,'71.

J. W. MATTERN, Attorney-at-Law and General Claim Agent, Huntingdon, Pa., oldiers' claims against the Government for back ay, bounty, widows' and invalid pensions attend- d to with great care and promptness. Office on Hill street. [jan.4,'71.

JOHN SCOTT. S. T. BROWN. J. M. BAILEY.

SCOTT, BROWN & BAILEY, At- torneys-at-Law, Huntingdon, Pa. Pensions, nd all claims of soldiers and soldiers' heirs against he Government will be promptly prosecuted. Office on Hill street. [jan.4,'71.

DR. D. P. MILLER, Office on Hill street, in the room formerly occupied by Dr. John M'Culloch, Huntingdon, Pa., would res- pectfully offer his professional services to the citi- ens of Huntingdon and vicinity. [jan.4,'71.

J. R. PATTON, Druggist and Apoth- ecary, opposite the Exchange Hotel, Hun- tingdon, Pa. Prescriptions accurately compounded. Pure Liquors for Medicinal purposes. [nov.23,'70.

DR. A. B. BRUMBAUGH, offers his professional services to the community. Office on Washington street, one door east of the Catholic Parsonage. [jan.4,'71.

E. J. GREENE, Dentist. Office re- moved to Leister's new building, Hill street Huntingdon. [jan.4,'71.

Miscellaneous.

ROBT. KING, Merchant Taylor, 412 Washington street, Huntingdon, Pa., a lib- eral share of patronage respectfully solicited. April 12, 1871.

NEAR THE RAILROAD DEPOT, COR. WAYNE and JUNIATA STREETT UNITED STATES HOTEL, HOLLIDAYSBURG, PA. M'CLAIN & CO., PROPRIETORS. Mch15-tf

EXCHANGE HOTEL, Huntingdon, Pa. JOHN S. MILLER, Proprietor. January 4, 1871.

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United States Laws.

LAWS OF THE UNITED STATES PASSED AT THE THIRD SESSION OF THE FORTY-FIRST CONGRESS.

[GENERAL NATURE—No. 35.]

AN ACT to provide for the better security of life on board of vessels propelled in whole or in part by steam, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no license, register, or enrollment shall be granted, or other papers issued, by any collector or other chief officer of the customs, to any vessel propelled in whole or in part by steam, until he shall have satisfactory evidence that all the provisions of this act have been fully complied with; and if any such vessel shall be navigated without complying with the terms of this act, the owner or owners thereof shall forfeit and pay to the United States the sum of five hundred dollars for each offense, one-half for the use of the informer, and for which sum the steamboat or vessel so engaged shall be liable, and may be seized and proceeded against by way of libel in any district court of the United States having jurisdiction of the offense.

SEC. 2. *And be it further enacted*, That every steamer so propelled, and carrying passengers or freight, shall be provided with suitable pipes and valves attached to the boiler to convey steam into the hold and the different compartments thereof to extinguish fire; and every stove used on board of any such vessel shall be well and securely fastened, so as to prevent it from being moved or overthrown, and all woodwork or other ignitable substances about the boilers, chimneys, cook-houses, and stove-pipes exposed to ignition shall be thoroughly shielded by some incombustible material, in such a manner as to leave the air to circulate freely between such material and wood-work or other ignitable substance; and before granting a certificate of inspection, the inspector shall require all other necessary provisions to be made throughout such vessel to guard against loss or danger from fire.

SEC 3. *And be it further enacted*, That every steamer permitted by her certificate of inspection to carry as many as fifty passengers, or upward, or any steamer carrying passengers, and shall also carry cotton, hay, or hemp, shall be provided with a good double-acting steam fire-pump, or other equivalent apparatus, for throwing water; said pump or other apparatus for throwing water shall be kept at all times and at all seasons of the year in good order and ready for immediate use, having at least two pipes of suitable dimensions, one on each side of the vessel, to convey the water to the upper decks; to these pipes there shall be attached, by means of stop-cocks or valves, both between decks and on the upper deck, good and suitable hose of sufficient strength to stand a pressure of not less than one hundred pounds to the square inch, long enough to reach to all parts of the vessel and promptly provided with nozzles, and keep in good order and ready for immediate service. And every steamer exceeding two hundred tons burden and carrying passengers, shall be provided with two good double-acting fire pumps, to be worked by hand; each chamber of said pumps shall be of sufficient capacity to contain not less than one hundred cubic inches of water; said pumps shall be placed in the most suitable parts of the vessel for efficient service, having suitable well-fitted hose for each pump, of at least one-half the vessel in length, kept at all times in perfect order, and shipped up, and ready for immediate use; and on every such steamer not exceeding two hundred tons, one of such pumps may be dispensed with, and each fire pump thus provided for shall be supplied with water by means of a suitable pipe connected therewith, and passing through the side of the vessel so low as to be at all times under water when she is afloat; and no fire pump thus provided for shall be placed below the lower deck of any such vessel; and every steamer shall be provided with pump which shall be of sufficient strength and suitably arranged to test the boilers thereof. But the capacity of one hundred cubic inches, as herein required, shall not apply to steamers now in service.

SEC. 4. *And be it further enacted*, That no loose hay, loose cotton, or loose hemp, camphene, nitro-glycerine, naphtha, benzine, benzole, coal oil, crude or refined petroleum, or other like explosive burning fluids, or like dangerous articles, shall be carried as freight or used as stores on any steamer carrying passengers; nor shall baled cotton or hemp be carried on such steamers unless the bales are compactly pressed and thoroughly covered with bagging or similar fabric, and secured with good rope or iron bands; and every bale of cotton or hemp that shall be shipped or carried on any passenger steamer without conforming to the provisions of this section shall be subject to a penalty of five dollars; which bales shall be liable to seizure and sale to secure the payment of such penalty; nor shall gunpowder be carried on any such vessel, except in case of special license granted by inspectors as hereinafter provided; nor shall oil of vitriol, nitric or other chemical acids be carried on such steamers except on the decks or guards thereof, or in such other safe part of the vessel as shall be prescribed by the inspectors. Refined petroleum which will not ignite at a temperature less than one hundred and ten degrees of Fahrenheit thermometer, may be carried on board such steamers upon routes where there is no other practical mode of transporting it, and under such regulations as shall be prescribed by the board of supervising inspectors, with the approval of the Secretary of the Treasury, and oil or spirits of turpentine may be carried on any such steamer when the same shall be put up in good metalic vessels, or casks or barrels well and securely bound with iron, and stowed in a secure part of the vessel; friction matches may also be carried on such steamers when securely packed in strong tight chests or boxes, the covers of which shall be well secured by locks, screws, or other reliable fastenings, and stowed in a safe part of the vessel, at a secure distance from any fire or heat; and all such other provisions shall be made on every steamer carrying passengers or freight to guard against and extinguish fire as shall be prescribed by the board of supervising inspectors, and approved by the Secretary of the Treasury: *Provided*, That the Secretary of the Treasury may grant permission to the owner of any steam vessel for the use of any invention or process for the utilization of petroleum or other mineral oils or substances in the production of motive power, and he shall have power to make and enforce regulations concerning the application and use of the same for such purpose; and no permission shall be granted unless upon the certificate of the supervising inspector of steamboats for the district wherein said vessel is registered, and other satisfactory proof that the use of the same is safe and efficient; and upon such proof, and the approval of such certificate by the Secretary of the Treasury, a special license for the use of such process or invention, as aforesaid, shall issue under the seal of the Treasury Department.

SEC. 5. *And be it further enacted*, That all gunpowder, nitro-glycerine, camphene, naptha, benzine, benzole, coal oil, crude or refined petroleum, oil of vitriol, nitric or other chemical acids, oil or spirits of turpentine, friction matches, all other articles of like character, when packed or put up for shipment, shall be securely packed and put up separately from each other and from all other articles, and the package, box, cask or other vessel containing the same shall be distinctly marked on the outside with the name or description of the article contained therein; and every person who shall pack or put up, or cause to be packed or put up for shipment any gunpowder, nitro-glycerine, camphene, naptha, benzine benzole, coal oil, crude or refined petroleum, oil of vitriol, nitric or other chemical acids, oil or spirits of turpentine, friction matches, or other articles of like character, otherwise than as aforesaid, or shall knowingly ship or attempt to ship the same, or shall deliver the same to any such vessel as stores, unless packed and marked as aforesaid, shall be deemed guilty of a misdemeanor, and, upon conviction thereof by any court of competent jurisdiction, shall be punished by fine not exceeding two thousand dollars, or imprisonment not exceeding eighteen months, or both, one-half of the fine to go to the informer and the articles to be liable to seizure and forfeiture.

SEC. 6. *And be it further enacted*, That every vessel so propelled by steam and passengers during the night time shall keep a suitable number of watchmen in the cabins and on each deck to guard against fire or other dangers, and to give alarm in case of accident or disaster, and for neglect of this duty the license of the officer in charge of the vessel for the time being shall be revoked; and the board of supervising inspectors may require every such steamer, and also steamers carrying freight, to be provided with such number and kind of good and efficient portable fire-extinguishers as in the judgment of the board may be necessary to protect them from fire when such steamers are moored or lying at a wharf, without steam to work the pumps; and if any owner of such vessel shall neglect or refuse to furnish the requisite number of men necessary to keep watch as herein required, he shall be fined one thousand dollars.

SEC. 7. *And be it further enacted*, That every steam-vessel navigating rivers only (except ferry-boats, freight-boats, canal-boats, and towing-boats of less than fifty tons) shall have at least one good, substantial boat, with lines attached, and properly supplied with oars, and kept in good condition at all times and ready for immediate use; and in addition thereto, every such steamer carrying passengers shall have one or more metallic life-boats, fire-proof, and in all respects good and substantial boats, of such dimensions and arrangements as the board of supervising inspectors by their rules and regulations shall prescribe, which boats shall be carried in the most convenient manner so as to be brought into immediate use in case of accident: *Provided*, That where the character of the navigation is such that in the opinion of the supervising inspector the metallic life-boats can be dispensed with, he is hereby authorized to exempt any such steamer from carrying the same, or may require a substitute thereof, at his discretion.

SEC. 8. *And be it further enacted*, That every such vessel carrying passengers shall be provided with a good life-preserver, made of suitable material, for every cabin passenger for which she will have accommodation, and also a good life-preserver or float for each deck or other class passenger which the inspector's certificate shall allow her to carry, including the officers and crew, which life-preservers or floats shall be kept in convenient and accessible places on such vessel in readiness for immediate use in case of accident; and every such vessel of two hundred tons shall also keep at least eighteen fire buckets and two barrels, and shall have not less than four axes; and every such steamer of over two hundred tons, and not less than five hundred tons burden, shall carry not less than twenty-four buckets, four water barrels, and six axes; and every such steamer of over five hundred tons shall carry not less than thirty-five buckets, six water barrels, and eight axes. The buckets and barrels shall be kept in convenient places and filled with water, to be in readiness in case of fire, and the axes shall be kept in good order and ready for immediate use: *Provided, however*, That tanks of suitable dimensions and arrangement, or buckets in sufficient number, may be substituted for barrels.

SEC. 9. *And be it further enacted*, That every such vessel carrying passengers on the main deck shall be provided with permanent stairways and other sufficient means, convenient to such passengers, for their escape to the upper deck, in case of the vessel sinking or other accident endangering life; and in the stowage of freight upon such deck, where passengers are carried, gangways or passages, sufficiently large to allow persons to pass freely through them, shall be left open both fore and aft of the vessel, and also to and along the guards on each side; and it shall be the duty of the captain or mate of such vessel to assign to all deck passengers when taking passage the space on deck they may occupy during the voyage, and such space shall not thereafter be occupied by freight nor overcrowded by other persons, nor shall freight be stowed about the boilers or machinery in such a manner as to obstruct or prevent the engineer from readily attending to his duties; and for every violation of this section relating to the carriage and accommodation of passengers, the owers of the vessel shall pay a fine of three hundred dollars.

SEC. 10. *And be it further enacted*, That every steamer carrying passengers shall be provided with wire tiller-ropes, or iron rods or chains, for the purpose of steering and navigating the vessel, and shall employ wire bell-pulls for signalizing the engineer from the pilot-house, together with tubes of proper size so arranged as to return the sound of the engine bells to the pilot-house, or other arrangement to repeat back the signal: *Provided*, That on any such vessel, navigated by the mariners' compass, so much of such wire rope or chain may be dispensed with and disused as shall influence or disturb the working of such compass.

SEC. 11. *And be it further enacted*, That vessels, and constructed of iron or steel plates, inspected under the provisions of section thirty-six of this act, shall be subjected to a hydrostatic test, in the ratio of one hundred and fifty pounds to the square inch to one hundred pounds to the square inch of the working steam-power allowed; and no boiler or pipe, or any of the connections therewith, shall be approved which is made, in whole or in part, of bad material, or is unsafe in its form, or dangerous from defective workmanship, age, use, or other cause.

upon the passage of this act the offices of all local inspectors who have not the qualifications prescribed in this act shall be deemed vacated, and that when any vacancy shall occur in any local board of inspectors now existing, or whenever local inspectors are to be appointed for a new district, the supervising inspector shall notify the collector or other chief officers of the customs for the district, and the judge of the district court of the United States for the district in which such appointment is to be made, who, together with the supervising inspector, shall meet together as a board of designators; and it shall be the duty of such board, or the major part thereof, one of which majority shall be the supervising inspector, when designating an inspector of hulls, to select a person of good character and suitable qualifications and attainments, to perform the services required of him by this act, who, from his practical knowledge of ship-building and navigation and the uses of steam in navigation, shall be fully competent to make a reliable estimate of the stregth, seaworthiness, and other qualities of the hulls of steamers and their equipment deemed essential to safety of life in the navigation of such vessel, to be called the inspector of hulls; and when designating an inspector of boilers, to select a person of good character and suitable qualifications and attainments to perform the services required of him by this act, who, from his knowledge and experience of the duties of an engineer employed in navigating vessels by steam, and also in the construction and use of boilers, and machinery, and appurtenances therewith connected, shall be able to form a reliable opinion of the strength, form, workmanship, and suitableness of such boilers and machinery to be employed without hazard to life, from imperfection in the material, workmanship, or arrangement of any part of such apparatus for steaming, to be called the inspector of boilers; and these two persons, when approved by the Secretary of the Treasury, shall from the date of designation, constitute a board of local inspectors, and shall be empowered and required to perform the duties herein specified, to wit:

First. Upon application in writing of the master or owner they shall, once in every year at least, carefully inspect the hull of each steamer within their respective districts, and shall satisfy themselves that every such vessel so submitted to their inspection is of a structure suitable for the service in which she is to be employed, has suitable accommodations for passengers and the crew, and is in a condition to warrant the belief that she may be used in navigation as a steamer, with safety to life, and that all the requirements of law in regard to fires, boats, pumps, hose, life-preservers, floats, anchors, cables, and other things, are faithfully complied with; and if they deem it expedient, they may direct the vessel to be put in motion, and may adopt any other suitable means to test her efficiency and that of her equipment.

Second. They shall also inspect the boilers of all steamers before the same shall be used, and once at least in every year thereafter, subjecting them to the hydrostatic pressure prescribed by this act, and satisfy themselves by thorough examination that the boilers are well made, of good and suitable material; that the openings for the passage of water and steam, respectively, and all pipes and tubes exposed to heat, are of proper dimensions and free from obstruction; that the spaces between and around the flues are sufficient, and that the flues are circular in form, and the fire-line of the furnace is at least two inches below the prescribed minimum water-line of the boilers; and that the arrangement for delivering the feed-water is such that the boilers cannot be injured thereby; and that such boilers and the machinery, and the appurtenances, may be safely employed in the service proposed in the written application without peril to life; and shall also satisfy themselves that the safety-valves are of suitable dimensions, sufficient in number, and well arranged, (one of which may, if necessary, in the opinion of the inspectors, to secure safety, be taken wholly from the control of all persons engaged in navigating such vessel, and secured by the inspectors,) and that the weights of the safety-valves are properly adjusted, so as to allow no greater pressure in the boilers than the amount prescribed by the inspection certificate; that there is a sufficient number of gauge-cocks properly inserted, and to indicate the pressure of steam, suitable steam registers that will correctly record each excess of steam carried above the prescribed limit and the highest point attained, which shall be taken wholly from the control of all persons engaged in navigating such vessel, and secured by the inspectors, and reliable low-water gauges; and that fusible metals are properly inserted so as to fuse by the heat of the furnace when the water in the boilers shall fall below its prescribed limits; and that adequate and certain provision is made for an ample supply of water to feed the boilers at all times, whether such vessel is in motion or not, so that in high pressure boilers the water shall not be less than four inches above the top of the flues; and also that means for blowing out are provided, so as to thoroughly remove the mud and sediment from all parts of the boilers when they are under pressure of steam: *Provided, however*, That no kind of instrument, machine, or equipment, for the better security of life, provided for by this act, shall be used on any such vessel which shall not first be approved by the board of supervising inspectors, and also by the Secretary of the Treasury.

Third. That in subjecting to the hydrostatic tests boilers called and usually known under the designation of high-pressure boilers, the inspector shall assume one hundred and ten pounds to the square inch as the maximum pressure allowable as a working power for a new boiler forty-two inches in diameter, made in the best manner, of inspected iron plates, one-fourth of an inch thick, and of a quality required by law, and shall rate the working power of all high-pressure boilers, whether old or new, according to their strength, compared with this standard, and in all cases the test applied shall exceed the working power allowed in the ratio of one hundred and sixty-five to one hundred and ten; and in subjecting to the test aforesaid that class of boilers usually designated and known as low-pressure boilers, the said inspectors shall allow as a working power of each new boiler a pressure of only three-fourths the number of pounds to the square inch to which it shall have been subjected by the hydrostatic test, and found to be sufficient therefor; but should such inspectors be of the opinion that said boiler, by reason of its construction or material, will not safely allow so high a working pressure, they may, for reasons to be stated specially in their certificate, fix the working pressure of said boiler at less than three-fourths of said test pressure; but all boilers used on steam-

Fourth. When the inspection is completed, and the inspectors approve the vessel and her equipment throughout, they shall make and subscribe a certificate to the collector or other chief officer of the customs of the district in which such inspections shall be made, in accordance with such form and regulations as the board of supervising inspectors shall prescribe; which certificate shall be verified by the oaths of the inspectors signing it, before the chief officer of the customs of the district, or any other person competent by law to administer oaths; and in case the said inspectors refuse to grant a certificate of approval, they shall state in writing, and sign the same, their reason for their disapproval.

SEC 12. *And be it further enacted*, That upon the application of any master or owner of any steamer employed in the carriage of passengers, for a license to carry gunpowder, the said inspectors shall examine such vessel, and if they find that she is provided with a chest or safe composed of metal, or entirely lined and sheathed therewith, or if the vessel has one or more compartments, thoroughly lined and sheathed with metal, at a secure distance from any fire, they may grant a certificate to that effect, authorizing such vessels to carry as freight, within such chest, safes, or compartments, the article of gunpowder.

SEC. 13. *And be it further enacted*, That the said inspectors shall keep a record of certificates of inspection of vessels, their boilers, engines, and machinery, and of all their acts in their examination and inspection of steamers, whether of approval or disapproval, and when a certificate of approval is recorded, the original shall be delivered to the collector or other chief officer of the customs of the district; they shall also keep a like record of certificates authorizing gunpowder to be carried as freight by any steamer carrying passengers, and shall keep a like record of all licenses granted to captains, mates, pilots, and engineers, and of all refusals of the same; also, of all suspensions and revocations of license; also, of all refusals, suspensions, or revocations of which they shall receive notices from other districts; and shall report to the supervising inspector of their respective districts, in writing, their decisions in cases of refusal of licenses, or the suspension or revocation thereof, and all testimony received by them in such proceedings. They shall also report promptly to such supervising inspector all violations of the steamboat laws that shall come to their knowledge.

SEC. 14. *And be it further enacted*, That the inspectors shall license and classify the captains, chief mates, engineers, and pilots of all steam vessels, and it shall be unlawful to employ any person, or for any person to serve as a captain, chief mate, engineer, or pilot on any steamer who is not licensed by the inspectors; and any one so offending shall forfeit one hundred dollars for each offense; and no steamer carrying passengers shall depart from any port unless she shall have in her service a full complement of officers and crew, sufficient at all times to manage the vessel, including the proper number of watchmen *Provided, however*, That if any such vessel, on her voyage, is deprived of the services of any licensed officer, without the consent, fault, or collusion of the master, owner or of any person interested in the vessel, the deficiency may be temporarily supplied until another licensed one can be obtained.

SEC. 15. *And be it further enacted*, That when any persons apply to be licensed as captain or master of steam-vessels, the inspectors shall make diligent inquiry as to his character, and shall carefully examine the applicant as well as the proofs which he presents in support of his claim, and if they are satisfied that his capacity, experience, habits of life, and character are such as to warrant the belief that he can be safely intrusted with the duties and responsibilities of the station for which he makes application, they shall grant him a license authorizing him to discharge such duties on any such vessel for the term of one year; but such license shall be suspended or revoked, upon satisfactory proof of bad conduct, intemperate habits, incapacity, inattention to his duties, or the willful violation of any provision of this act.

SEC. 16. And be it further enacted, That when any person shall apply for authority to be employed as chief mate of steam-vessels, the inspectors shall require satisfactory evidence of the knowledge, experience, and skill of the applicant in lading cargo, the handling and stowage of freight, and shall examine him as to his knowledge and ability in navigation and managing such vessels, and all other duties pertaining to his station; and if satisfied of his qualifications and good character, they shall grant him a license, authorizing him to perform such duties for the term of one year; but such lincense shall be suspended or revoked upon satisfactory proof of bad conduct, intemperate habits, unskillfullness, or want of knowledge of the duties of his station, or the willful violation of any provision of this act.

SEC. 17. And be it further enacted, That when any person shall apply for authority to perform the duties of engineer of any steamer, the inspectors shall examine the applicant as to his knowledge of steam machinery, and his experience as an engineer, and also the proofs which he produces in support of his claim; and if, upon full consideration, they are satisfied that his character, habits of life, knowledge, and experience in the duties of an engineer are all such as to authorize the belief that the applicant is a suitable and safe person to be entrusted with the powers and duties of such a station, they shall grant him a license, authorizing him to be employed in such duties for the term of one year, in which they shall assign him to the appropriate class of engineers; but such license shall be suspended or revoked upon satisfactory proof of negligence, unskillfulness, intemperance, or the willful violation of any provision of this act; but if complaint be made against any engineer holding a licenee authorizing him to take charge of the boilers and machinery of any steamer, that he has, through negligence or want of skill, permitted the boilers in his charge to burn or otherwise become in bad condition, or that he has not kept his engine and machinery in good working order, it shall be the duty of the inspectors, upon satisfactory proof of such negligence or want of skill, to revoke his license and assign such engineer to a lower grade of engineers if they find him fitted thereof.

SEC. 18. And be it further enacted, That whenever any person claiming to be a skillful pilot of steam vessels shall offer himself for a license, the inspector shall make diligent inquiry as to his character and merits, and if satisfied from personal examination of the applicant, with the proof that he shall offer, that he possesses the requisite knowledge and skill, and is trustworthy and faithful, they shall grant him a license for the term of one year to pilot any such vessel within the limits prescribed in the license; but such license shall be suspended or revoked upon satisfactory evidence of negligence, unskillfulness, or inattention to the duties of his station, or for intemperance, or the willful violation of any provision of this act. And every such captain, mate, engineer, and pilot who shall receive a license as aforesaid shall, when employed upon any such vessel, place his certificate of license (which shall be framed under glass) in some conspicuous place in such vessel, where it can be seen by passengers and others at all times; and for every neglect to comply with the provision by any such captain, mate, engineer, or pilot, he shall be subject to a penalty of one hundred dollars fine, or to the revocation of his license: Provided, That in cases where the captain, or mate is also pilot of the vessel, he shall not be required to hold two licenses to perform such duties, but the license issued shall state on its face that he is authorized to act in such double capacity.

SEC. 19. And be it further enacted, That the said local boards of inspectors shall investigate all acts of incompetency or misconduct committed by any such licensed officer while acting under the authority of his license, and shall have power to summon before them any witness within their respective districts, and compel their attendance by a similar process as in the United States circuit or district courts; and such local inspectors are hereby authorized to administer all necessary oaths to any witness thus summoned before them, and after reasonable notice in writing given to the alleged delinquent, of the time and place of such investigation, the said witness shall be examined under oath touching the performance of his duties by any such licensed officer, and if the board shall be satisfied that such licensed officer is competent, or has been guilty of misbehavior, negligence, unskillfulness, or has endangered life, or willfully violated any provisions of this act, they shall immediately suspend or revoke his license, and the chief officer of the customs for the district shall pay out of the revenues received under the provisions of this act such fees to the United States marshal for his services, and to any witness so summoned for his actual travel and attendance, as shall be officially certified to by any inspector hearing the case, upon the back of such summons, not exceeding the rate allowed for fees and to witnesses for travel and attendance in any circuit or district courts of the United States.

SEC. 20. And be it further enacted, That whenever any board of local inspectors refuse to grant a license to any person applying for the same, or shall suspend or revoke the license of any captain, mate, engineer, or pilot, any person deeming himself wronged by such refusal, suspension, or revocation, may, within thirty days thereof, on applications to the supervising inspector of the district, have his case examined anew by such supervising inspector, in writing, the reasons for their doings in the premises; and such supervising inspector shall examine the case anew, and he shall have the same powers to summon witnesses and compel their attendance, and to administer oaths, that are conferred on the local inspectors by the terms of this act, and such witnesses and the marshal shall be paid in the same manner as hereinbefore provided for; and such supervising inspector may revoke, change, or modify the decision of such local board; and like proceedings may be had by any master or owner of any steamvessel in relation to the inspection of such vessel, or her boilers or machinery, by any such local board; and in case of repairs, and in any investigation or inspection where there shall be a disagreement between the local inspectors, the supervising inspector when so requested, shall investigate and decide the case.

SEC. 21. And be it further enacted, That in addition to the annual inspection, it shall be the duty of the local inspectors to examine, at proper times, steamers arriving and departing to and from their respective ports so often as to enable them to detect any neglect to comply with the requirements of law, and also any defects or imperfections becoming apparent after the inspection aforesaid, and tending to render the navigation of the vessels unsafe; and if they shall discover any omission to comply with the law, or that repairs have become necessary to make the vessel safe, the said inspectors shall at once notify the master in writing, stating in the notice what is required; and if the master deems the requirements unreasonable or unnecessary, he may apply for a re-examination of the case to the supervising inspector, as hereinbefore provided; and if the master or owner shall refuse or neglect to comply with the requirements of the local inspectors, and shall, contrary thereto and while the same remains unreversed by the supervising inspector, employ the vessels by navigating her, the master and owners and the vessel itself shall be liable to the penalty as prescribed by the first section of this act, and in addition thereto shall be liable for any damage to passengers and their baggage which shall occur from any defects as stated in the notice aforesaid.—And all inspections and orders for repairs shall be promptly made by the inspectors, and, when it can be safely done in their judgment, they shall permit repairs to be made where those interested can most conveniently do them; and no inspectors of one district shall modify or annul the doings of the inspectors of another district in regard to repairs unless there is a change in the state of things, demanding more repairs than were thought necessary when the order was made, nor shall the inspectors of one district license a person coming from another district, if such person has been rejected for unfitness or want of qualifications.

SEC. 22. And be it further enacted, That the said local boards, when so requested in writing by any master or owner, shall, under the direction of the supervising inspector, inspect steamers in other collection districts where no such board is established; and if a certificate of approval is not granted, no other inspection shall be made by the same or any other board until the objections made by such local board and unreversed by the supervising inspector of the district are removed: Provided, however, That nothing herein contained shall impair the right of the inspectors to permit such vessel to go to another port for repairs, if in their opinion it can be done with safety.

SEC. 23. And be it further enacted, That in order to carry this act fully into execution, the ten supervising inspectors now in office shall continue in commission; and whenever a vacancy occurs, from death, resignation, or removal, the President of the United States shall, with the advice and consent of the Senate, fill the vacancy by appointing a successor, who shall be selected for his knowledge, skill, and practical experience in the uses of steam for navigation, and is a competent judge of the character and qualities of steam-vessels, and of all parts of the machinery employed in steaming. The said supervising inspectors and the supervising inspector general shall assemble together as a board, once in each year, at the City of Washington, District of Columbia, on the third Wednesday in January, and at such other times as the Secretary of the Treasury shall prescribe, for joint consultation, and shall assign to each of the supervising inspectors, respectively, the limits of territory within which he shall perform his duties, and the said board shall establish all necessary rules and regulations required to carry out in the most effective manner the provisions of this act for the safety of life, which rules and regulations, when approved by the Secretary of the Treasury, shall have the force of law: Provided, however, That the supervising inspector for the district embracing the Pacific coast shall not be under obligation to attend the meetings of the board oftener than once in two years, and when he does not attend such meetings, he shall make his communications thereto, in the way of a report, in such manner as the board shall prescribe.

SEC. 24. And be it further enacted, That each supervising inspector shall watch over all parts of the territory assigned to him, shall visit, confer with, and examine into the doings of the local boards of inspectors within his district, and shall instruct them in the proper performance of their duties; and shall, whenever he thinks it expedient, visit such vessels licensed, and examine into their condition, for the purpose of ascertaining whether the provisions of this act have been observed and complied with, both by the board of inspectors and the master and owners; and it shall be the duty of all masters, engineers, mates, and pilots of such vessels to answer all reasonable inquiries, and to give all the information in their power in regard to any such vessel so visited, and her machinery for steaming, and the manner of managing both.

SEC. 25. And be it further enacted, That whenever a supervising inspector ascertains to his satisfaction that any master, mate, engineer, pilot, or owner of any such vessel fails to perform his duties according to the provisions of this act, he shall report the facts in writing to the board in the district where the vessel was inspected or belongs; and, if need be, he shall cause the negligent or offending party to be prosecuted; and if the supervising inspector has good reason to believe there has been, through negligence or any other cause, a failure of the board who inspected the vessel to do his duty, he shall report the facts in writing to the Secretary of the Treasury, who shall cause immediate investigation into the truth of the complaint, and, if he deems the cause sufficient, shall remove the delinquent.

SEC. 26. And be it further enacted, That it shall be the duty of such supervising inspectors to see that the said several boards within their respective districts execute their duties faithfully, promptly, and, as far as possible, uniformly in all places, by following out the provisions of this act according to the true intent and meaning thereof; and they shall, as far as practicable, harmonize differences of opinion when they exist in different local boards.

SEC. 27. And be it further enacted, That the said supervising inspectors shall also visit collection districts in which there are no boards of inspectors, if there be any, where steamers are owned or employed, and each one shall have full power to inspect any such steamer or the boilers of such steamer in any such district, or in any district where, from distance or other cause, it is inconvenient to resort to the local board, and to grant certificates of approval,

SEC. 31. And be it further enacted, That every inspector or other chief officer of the customs shall retain on file all original certificates of the inspectors required by this act to be delivered to him, and shall give to the master or owner of the vessel therein named three certified copies thereof, two of which shall be placed by such master or owner in conspicuous places in the vessel where they will be most likely to be observed by passengers and others, and there kept at all times, framed under glass; the other shall be retained by such master or owner as evidence of the authority thereby conferred; and if any passenger shall be received on board any steamer not having the certified copies of the certificate of approval as required by this act, placed and kept as aforesaid, or if any passenger steamer shall receive or carry any gunpowder on board, not having a certificate authorizing the same, and a certified copy thereof placed and kept as aforesaid, or shall carry any gunpowder at a place or in a manner not authorized by such certificate, such steamer shall be held liable for a penalty of one hundred dollars for each offense, to be recovered in any court of competent jurisdiction.

SEC. 32. And be it further enacted, That every inspector who shall willfully certify falsely touching any vessel propelled in whole or in part by steam, as to her hull, accommodations, boilers, engines, machinery, or their appurtenances, or any of her equipments, or any matter or thing contained in any certificate signed and sworn to by him, shall, on conviction thereof, be punished by fine not exceeding five hundred dollars, or imprisonment not exceeding six months, or both.

SEC. 33. And be it further enacted, That no person interested, either directly or indirectly, in any patented lifepreserver, life-boat, gauge, or any article required to be used on any steamer by this act, or who is a member of any association of owners, masters, engineers, or pilots of steamboats, or who is directly or indirectly pecuniarily interested in any steam vessel, or who has not the qualifications and acquirements as prescribed by this act, or who is intemperate in his habits, shall be eligible to hold the office or either supervising or local inspector, or discharge the duties thereof; and if any person shall attempt to exercise the functions of the office of steamboat inspector, it shall be a misdemeanor, for which he shall be subject to a penalty of five hundred dollars, and shall be dismissed from office.

SEC. 34. And be it further enacted, That any inspector who shall, upon any pretense, demand or receive any fee or reward for his service rendered under this act, except what is herein allowed him, shall forfeit his office, and if found guilty, on indictment, or otherwise, punished, according to the aggravation of the offense, by fine not exceeding five hundred dollars, or imprisonment not exceeding six months, or both.

SEC. 35. And be it further enacted, That every boiler manufactured after twelve months from the passage of this act, to be used on steam vessels, shall be made of iron or steel plate shall be constructed of plates that have been stamped in accordance with the provision of this act; and if any person shall construct a boiler, or steam-pipe connecting the boilers, to be used on board of iron or steel plates which have not been stamped and inspected according to the provisions of this, or otherwise as herein provided, or who shall knowingly use any defective, bad, or faulty iron or steel in the construction of such boilers; or shall draft any rivet hole, to make it come fair; or shall deliver any such boiler for use, knowing it to be imperfect in its flues, flanging, riveting, bracing, or in any other of its parts, shall be fined one thousand dollars, one-half for the use of the informer: Provided, however, That nothing in this act shall be so construed as to prevent from being used, on any steamer, any boiler or steam-generator which may not be constructed of rivet iron or steel plates, when the board of supervising inspectors shall have satisfactory evidence that such boilers or steam-generators is equal in strength, and as safe from explosion, as a boiler of the best quality, constructed of riveted iron or steel plates.

SEC. 36. And be it further enacted, That after twelve months from the passage of this act, every iron or steel plate used in the construction of steamboat boilers, and which shall be subject to a tensile strain, shall be inspected in such manner as shall be prescribed by the board of supervising inspectors and approved by the Secretary of the Treasury, so as to enable the inspectors to ascertain its tensile strength, homogeneousness, toughness, and ability to withstand the effect of repeated heating and cooling; and no iron or steel plate shall be used in the construction of such boilers which has not been so inspected and approved under the rules prescribed as aforesaid.

SEC. 37. And be it further enacted, That every such plate of boiler iron or steel, made for use in the construction of steamboat boilers, shall be distinctly and permanently stamped by the manufacturer the test, and, if practicable, in such places that the marks shall be left visible when such plates shall be worked into boilers with the name of the manufacturer, the place where manufactured, and the number of pounds tensile strain it will bear to the sectional square inch; and the inspectors shall keep a record in their office of the stamps upon all boiler plates and boilers made under the provisions of this act, which they shall inspect.

SEC. 38. And be it further enacted, That if any person shall counterfeit, or cause to be counterfeited, any of the marks or stamps required by this act, or shall knowingly stamp or cause to be stamped falsely any boiler iron or steel plates, or if any person shall stamp or mark, or cause to be stamped or marked, any such iron or steel plates with the name or trade-mark of another, with the intent to mislead or deceive, any such person or persons shall, upon conviction thereof, be fined two thousand dollars, one-half to the use of the informer, and may, in addition thereto, at the discretion of the court, be imprisoned not exceeding two years.

SEC. 39. And be it further enacted, That after one year from the passage of this act, no iron or steel plates shall be used in the construction of boilers for steam vessels unless they have been inspected in accordance with the provisions of this act; and the working steam pressure of steam vessels using such single riveted shall not produce a strain to exceed one-sixth of the tensile strength of the iron or steel plates of which such boilers are constructed; but where the longitudinal laps of the cylindrical parts of such boilers are double-riveted, and the rivet-holes for such boilers have been fairly drilled instead of punched, an addition of twenty per centum to the working pressure provided for single-riveting may be allowed: Provided, That all other parts of said boilders shall correspond in strength to the additional allowances so made; and no split calking shall in any case be permitted. And every such boiler shall be provided with a good, well-constructed safety valve or valves, of such number, dimensions, and arrangements as shall be prescribed by the board of supervising inspectors, shall also be provided with a sufficient number of gauge-cocks and a reliable low water indicator that will give alarm when the water falls below its prescribed limits; and in addition thereto there shall be inserted, in a suitable manner, in the flues, crown sheet, or other parts of the boiler most exposed to the heat of the furnace when the water falls below its prescribed limits, a plug of good Banca tin, and no boiler to which the heat is applied to the outside of the shell thereof shall be constructed of iron or steel plates of more than twenty-six ous-hundredths of an inch in thickness, the ends or heads of the boilers only excepted, and every such boiler employed on steamers navigating rivers flowing into the Gulf of Mexico, or their tributaries, shall have not less than three inches space between and around its internal flues; and the feed-water shall be delivered into the boilers in such manner as to prevent it from contracting the metal, or otherwise injuring the boilers. And when boilers are so arranged on a steamer that there is employed a water-connecting pipe through which the water may pass from one boiler to another, there shall also be provided a similar steam connection, having an area of opening into each boiler of at least one square inch for every two square feet of effective heating surface contained in any one of the boilers so connected, half the flue and all other fire surfaces being computed as effective. And adequate provision shall be made on all steamers to prevent sparks or flames from being driven back from the fire doors into the vessel.

SEC. 40. And be it further enacted, That if any person shall intentionally load or obstruct, or cause to be loaded or obstructed, in any way or manner, the safety valve of a boiler, or shall employ any other means or device whereby the boiler may be subjected to a greater pressure than the amount allowed by the certificate of the inspectors, or shall intentionally derange or hinder the operation of any machinery or device employed to denote the state of the water or steam in any boiler, or to give warning of approaching danger, or shall intentionally permit the water to fall below the prescribed low-water line of the boiler, it shall, in any such case, be a misdemeanor, and any and every person concerned therein, directly or indirectly, shall forfeit two hundred dollars, and may, at the discretion of the court, be, in addition thereto, imprisoned not exceeding five years.

SEC. 41. And be it further enacted, That all steamers navigating the lakes, bays, inlets, sounds, rivers, harbors, or other navigable waters of the United States, when such waters are common highways of commerce, or open to general or competitive navigation, shall be subject to the provisions of this act: Provided, That this act shall not apply to public vessels of the United States or vessels of other countries, nor to boats, propelled, in whole or in any part by steam, for navigating canals.

SEC. 42. And be it further enacted, That on any steamers navigating rivers only, when, from darkness, fog, or other cause, the pilot or watch shall be of opinion that the navigation is unsafe, or from accident to or derangement of the machinery of the boat, the chief engineer shall be of the opinion that the further navigation of the vessel is unsafe, the vessel shall be brought to anchor or moored as soon as it can prudently be done: Provided, That the person in command shall, after being so admonished by either of such officers, elect to pursue such voyage, he may do such steamer shall be answerable for all damages which shall arise to the person of any passenger or his baggage from said causes in so pursuing the voyage, and no degree of care or diligence shall in such case be held to justify or excuse the person in command or said owners.

SEC. 43. And be it further enacted, That whenever damage is sustained by any passenger or his baggage from explosion, fire, collision, or other cause, the master and the owner of such vessel, or either of them, and the vessel, shall be liable to each and every person so injured to the full amount of damage, if it happens through any neglect or failure to comply with the provisions of law herein prescribed, or through known defects or imperfections of the steaming apparatus or of the hull, and any person sustaining loss or injury through the carelessness, negligence, or willful misconduct of any captain, mate, engineer, or pilot, or his neglect or refusal to obey the provisions of law herein prescribed as to navigating such steamers, may sue such captain, mate, engineer, or pilot, and recover damages for any such injury caused as aforesaid by any such captain, mate, engineer, or pilot.

SEC. 44. And be it further enacted, That every steamboat of the United States shall, in addition to having her name painted on her stern, as now required by law, also have the same conspicuously placed in distinct, plain letters, of not less than six inches in length, on each outer side of the pilot-house, if it has such, and (in case the said boat has side-wheels) also on the outer side of each wheelhouse; and if any such steamboat shall be found without having her name placed as herein required, she shall be subject to the same penalty and forfeiture as is now provided by law in the case of a vessel of the United States found without having her name and the name of the port to which she belongs, painted on her stern as required by law.

SEC. 45. And be it further enacted, That no master, owner, or agent of any vessel of the United States shall, in any way, change the name of such vessel, or by any device, advertisement, or contrivance, deceive, or attempt to deceive the public or any officer or agent of the United States government, or of any State, or any corporation or agent thereof, or any person or persons, as to the true name or character of such vessel, on pain of the forfeiture of such vessel.

SEC. 46. And be it further enacted, That every barge carrying passengers while in tow of any steamer, shall be subject to the provisions of this act for the preservation of the lives of passengers so far as relates to fire-buckets, axes, life-preservers, and yawls to such an extent as shall be prescribed by the board of supervising inspectors; for the violation of this section the penalty shall be two hundred dollars, one-half for the use of the informer.

SEC. 47. And be it further enacted, That every river steamer navigating waters flowing into the Gulf of Mexico, and other tributaries, shall carry the following lights, viz: One red light on the outboard side of the port smoke pipe, and one green light on the outboard side of the starboard smoke-pipe; these lights to show both forward and abeam on their respective sides. And upon each and every coal boat, trading boat, produce boat, canal boat, oyster-boat, fishing boat, raft, or other water craft, navigating any bay, harbor, or river, by hand-power, horse-power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbor, or river, there shall be carried, from sunset to sunrise, one or more good lights, which shall be placed in such manner as shall be prescribed by the board of supervising inspectors; and every vessel or raft, when running in a fog or thick weather, or shall be anchored or moored in or near the channel or fairway as aforesaid, and not in any port, shall sound a fog-horn, or equivolent signal, at intervals of not more than two minutes, which shall make a sound equal to a steam whistle; and all steamers navigating in a fog or thick weather shall sound their steam-whistles at intervals of not more than one minute. Every coasting steamer, and every steamer navigating bays, lakes, or other inland waters, other than ferry boats and those above provided for, shall carry the red and green lights as provided for ocean-going steamers, and, in addition thereto, a central range of two white lights; the after-light being carried at an elevation of at least fifteen feet above the light at the head of the vessel, the head light to be so constructed as to show a good light through twenty points of the compass, namely, from right ahead to two points abaft the beam on either side of the vessel, and the after-light to show all around the horizon; the lights for ferry-boats shall be regulated by such rules as the board of supervising inspectors shall prescribe; and that the provision for a foremost head-light for steamships, in an act entitled "An act fixing certain rules and regulations for preventing collisions on the water," approved the twenty-ninth day of April, eighteen hundred and sixty-four, shall not be construed to apply to other than ocean-going steamers and steamers carrying sail.

SEC. 48. And be it further enacted, That the inspectors shall state in every certificate of inspection granted to steamers carrying passengers, other than ferry boats, the number of passengers of each class that any such steamer has accommodations for, and can carry with prudence and safety; and it shall not be lawful to take on board of any such steamer a greater number of passengers than is so stated in the certificate as aforesaid; and for every violation of this provision the master and owner, or either of them, shall be liable, to any person suing for the same, to forfeit the amount of passage money and ten dollars for each passenger beyond the number thus allowed: Provided, however, That if any such steamer shall engage in excursions, inspectors shall issue to each steamer a special permit, in writing, for the occasion, in which shall be stated the additional number of passengers that may be carried, and the number and kind of life-saving appliances that shall be provided for the safety of such additional passengers; and they shall also, in their discretion, limit the route and distance for such excursions.

SEC. 49. And be it further enacted, That it shall be the duty of the master of every passenger steamer to keep a correct list of all the passengers received and delivered from day to day, noting the places where received and where landed, which record shall be open to the inspection of the inspectors and officers of the customs at all times, and the aggregate number of said passengers shall be furnished to inspectors as often as called for; but on routes not exceeding one hundred miles, the number of passengers, if kept shall be sufficient; and in case of default through negligence or design, the said master shall forfeit one hundred dollars, which penalty, as well as that for excess of passengers, shall be a lien upon the vessel: Provided, however, That a bond may, as provided in other cases, be given to secure the satisfaction of the judgment.

SEC. 50. And be it further enacted, That every master, or commander of any steamer carrying passengers shall keep on board of such steamer at least two copies of this act, to be furnished to him by the Secretary of the Treasury; and if the master or commander neglects or refuses to do so, or shall unreasonably refuse to exhibit a copy of the same to any passenger who shall ask for it, he shall forfeit twenty dollars.

SEC. 51. And be it further enacted, That all coastwise sea-going vessels, and vessels navigating the great lakes, shall be subject to the navigation laws of the United States, and to the rules and regulations aforesaid, not sailing under register, shall, when under way, except on the high seas, be under the control and direction of pilots licensed by the supervising inspectors of steamboats; and the general government shall impose upon pilots of steam-vessels herein provided for any obligation to procure a State or other license in addition to that issued by the United States, nor other regulation which will impede such pilots in the performance of their duties, as required by this act; nor shall any pilot charges be levied by any such authority upon any steamer piloted as herein provided, and in no case shall the fees charged for the pilotage of any steamvessel exceed the customary or legally established rates in the State where the same is performed: Provided, however, That nothing in this act shall be construed to annul or affect any regulation established by the laws of any State requiring vessels entering or leaving a port in any such State, other than coast-wise steam-vessels, to take a pilot duly licensed, or authorized by the laws of such State, or of a State situate upon the waters of such State.

SEC. 52. And be it further enacted, That every steamer navigating the ocean, or lake, bay, or sound of the United States, shall be provided with such numbers of life-boats, floats, rafts, life-preservers, and drags, as will best secure the safety of all person on board such vessel in case of disaster; and every sea-going vessel carrying passengers, and every such vessel navigating any of the northern or northwestern lakes, shall have the life-boats required by law, provided with suitable boat-disengaging apparatus so arranged as to allow such boats to be safely launched while such vessels are under speed or otherwise, and so as to allow such disengaging apparatus to be operated by one person, disengaging both ends of the boat simultaneously from the tackles by which it may be lowered to the water. And it shall be the duty of the board of supervising inspectors to fix and determine, by their rules and regulations, the kind of life-boats, floats, rafts, life-preservers, and drags that shall be used on such vessels, and also the kind and capacity of pumps or other appliances for freeing the steamer from water in case of heavy leakage, the capacity of said pumps or appliances being suited to the navigation in which the steamer is employed; and if the owners of any such steamer neglect or refuse to provide such drags, life-boats floats, rafts, life-preservers, pumps, or appliances, as shall be required by the board of supervising inspectors, and approved by the Secretary of the Treasury, such owners shall be fined one thousand dollars.

SEC. 53. And be it further enacted, That every sea-going steamer, and every steamer navigating the great northern or northwestern lakes, carrying passengers, the building of which shall be completed after six months from the passage of this act, shall have not less than three water-tight cross-bulkheads, said bulkheads to reach to the main deck in single-decked vessels, otherwise to the deck next below the main deck; the same to be made of iron plates, sustained upon suitable framework, and properly secured to the hull of the vessel; the position of such bulkheads and the strength of material of which the same shall be constructed to be determined by the general rules of the board of supervising inspectors.

SEC. 54. And be it further enacted, That it shall at all times be the duty of all officers licensed under the provisions of this act to assist the inspectors in their examination of any such vessel to which any such licensed officers belong, and to point out all defects and imperfections known to them in the hull, equipments, boilers, or machinery of such vessel, and also to make known to the inspectors, at the earliest opportunity, all accidents or occurrences producing serious injury to the vessel, her boilers, or machinery; and in default thereof the license of any such officer so neglecting or refusing shall be revoked.

SEC. 55. And be it further enacted, That if any licensed officer shall, to the hinderance of commerce, wrongfully or unreasonably refuse to serve in his official capacity on any steamer, as authorized by the terms of his certificate of license, or shall fail to deliver to the applicant for such service at the time of such refusal, if the same shall be demanded, a statement in writing assigning good and sufficient reasons therefor, or if any pilot or engineer shall refuse to admit into the pilot house or engine-room any person whom the master or owner of the vessel may desire to place there for the purpose of learning the profession, his license shall be revoked upon the same proceedings as are herein provided in other cases of revocation of such licenses.

SEC. 56. And be it further enacted, That every captain, chief mate, engineer, and pilot of any such vessel shall, before entering upon his duties, make solemn oath before one of the inspectors herein provided for, to be recorded with the certificate, that he will faithfully and honestly, according to his best skill and judgment, without concealment or reservation, perform all the duties required of him in this act. And if any such captain, chief mate, engineer, or pilot, or any person summoned under this act as a witness, shall, when under examination on oath by any such inspector, knowingly and intentionally falsify the truth, such person shall be deemed guilty of pujury, and if convicted be punished accordingly: Provided, however, That when any such licensed officer is employed on a steamer in a district distant from any board of inspectors, such inspectors, or the supervising inspector of the district, may grant a renewal of his license without such licensed officer being personally present, under such regulations as the board of supervising inspectors shall prescribe.

SEC. 57. And be it further enacted, That any captain, engineer, or pilot, or other person employed on any steamboat or vessel, by whose misconduct, negligence, or inattention to his or their respective duties on such vessel, the life of any person shall be destroyed, or in consequence of fraud, connivance, misconduct, or violation of law by any owner or inspector, or other public officer, the life of any person shall be destroyed, he or they shall be deemed guilty of manslaughter, and, upon conviction thereof before any circuit court of the United States, shall be sentenced to confinement at hard labor for a period of not more than ten years.

SEC. 58. And be it further enacted, That the hull and boilers of every ferry-boat, yacht, or other small craft of like character, propelled by steam, shall be inspected under the provisions of this act. And such other provisions of law for the better security of life, as as may be applicable to such vessels, shall, by the rules and regulations of the board of supervising inspectors, be required before a certificate of inspection shall be granted; and no such vessel shall be navigated without a licensed engineer and a licensed pilot.

SEC. 59. And be it further enacted, That the hull and boiler or boilers of every tug-boat, towing-boat, and freight boat shall be inspected, under the provisions of this act; and it shall be the duty of the inspectors to see that the boilers, machinery, and appurtenances of such vessel are not dangerous in form or workmanship, and that the safety-valves, gauge cocks, low water alarm-indicators, steam-gauges, and fusible plugs are all attached in conformity to law; and the officers navigating such vessels shall be licensed in conformity with the provisions of this act, and shall be subject to the same regulation of law as officers navigating passenger steamers.

SEC. 60. And be it further enacted, That before issuing any license to any steamer, the collector or other chief officer of the customs for the port or district shall demand and receive from the owner or owners thereof, as a compensation for the inspections and examination made for the year, the following sums, in addition to the fees for issuing enrollments and licenses now allowed by law, according to the tonnage of the vessel, to wit: For each steam-vessel of on hundred tons or under, twenty-five dollars; and, in addition thereto, for every ton in excess of one hundred tons, five cents. And each captain, chief engineer, and first class pilot, licensed as herein provided, shall pay for every certificate, granted by any inspector or inspectors, the sum of ten dollars; and every chief mate, engineer, and pilot of an inferior grade shall pay the sum of five dollars, which shall be paid over to the chief officer of the customs in such manner and under such regulations as shall be prescribed by the Secretary of the Treasury.

SEC. 61. And be it further enacted, That each local board of inspectors shall keep an accurate account of every such steamer boarded by them during the year, and if all their official acts and doings, which, in the form of a report, they shall communicate to the supervising inspector of the district, at such times as the board of supervising inspectors, by their established rules, shall direct.

SEC. 62. And be it further enacted, That in addition to the local boards of inspectors now appointed by law, there shall be local board designated and appointed for the district of Puget Sound, Washington Territory; for the district of Milwaukee, Wisconsin; for the district of Albany, New York; for the district of Apalachicola, Florida; for the district of Evansville, Indiana; and for the district of Huron, Michigan; and also at Marquette, in the district of Superior. And each local inspector of the several districts, respectively, shall be paid annually, under the direction of the Secretary of the Treasury, the following compensation, to wit: One inspector of Hulls, and one inspector of boilers, for the districts of New York and New Orleans, two thousand two hundred dollars each; for the districts of Philadelphia, Baltimore, Buffalo, St. Louis, Louisville, Cincinnatti, Pittsburg, San Francisco, Boston, Detroit, Chicago, Milwaukee, Huron, and Galena, two thousand dollars each; for the districts of Mobile, Memphis, and Cleveland, one thousand five hundred dollars each; for Portland, in the district of Oregon, New London, Norfolk, Charleston, Savannah, Galveston, Albany, Wheeling, Nashville, Portland, Maine, and Evansville, one thousand two hundred dollars each; for the district of Puget Sound, Apalachicola, Oswego, and Burlington, and also at Marquette, eight hundred dollars each; and, in addition thereto, the Secretary of the Treasury may appoint in such districts where there services are actually required, assistant inspectors, at a compensation, for the district of New York, two thousand dollars; and all other districts, not exceeding sixteen hundred dollars per annum to each person so appointed; or may appoint a clerk to any such board at a compensation not exceeding twelve hundred dollars per annum to each person so appointed. And each supervising inspector shall be paid three thousand dollars per annum; and every inspector shall be paid for his actual, reasonable traveling expenses, at the rate of ten cents per mile, when incurred in the performance of his duty; and also for transportation of instruments, which shall be certified and sworn to under such instructions as shall be given by the Secretary of the Treasury.

SEC. 63. *And be it fusther enacted*, That the President of the United States shall, by and with the advice and consent of the Senate, appoint a supervising inspector general, who shall be selected with reference to his fitness and ability to systematize and carry into effect all the provisions of law relating to the steamboat inspection service, whose duty it shall be, under the direction of the Secretary of the Treasury, to superintend the administration of the steamboat inspection laws, preside at the meetings of the board of supervising inspectors, receive all reports of inspectors, and receive and examine all accounts of such officers, report fully at stated periods to the Secretary of the Treasury upon all matters pertaining to his official duties, and produce a correct and uniform administration of the inspection laws, rules, and regulations; and the said supervising inspector general shall be paid for his services at the rate of three thousand five hundred dollars per annum, and all his reasonable traveling expenses, or mileage at the rate of ten cents per mile, when on official duty.

SEC. 64. *And be it further enacted*, That the Secretary of the Treasury may, upon application therefor, remit or mitigate any fine or penalty provided for in this act, or discontinue any prosecution to recover penalties pronounced in this act excepting the penalty of imprisonment, or of removal from office, upon such terms as he, in his discretion, shall think proper; and that all rights granted to informers by this act shall be held subject to the said Secretary's power of remission, except in cases where the claims of any informer to the share of any penalty shall have been determined by a court of competent jurisdiction prior to the application for the remission of said penalty; and that the said Secretary shall have authority to ascertain the facts upon all such applications, in such manner and under such regulations as he may deem proper.

SEC. 65. And be it further enacted, That the Secretary of the Treasury shall procure for the several supervising inspectors and local boards of inspectors, such instruments, stationery, printing, and other things necessary for the use of their respective offices as may be required therefor; and shall make such rules and regulations as may be necessary to secure the proper execution of the steamboat acts.

SEC. 66. And be it further enacted, That the salaries of all supervising inspectors, local inspectors, assistant inspectors, supervising inspector general, and clerks, herein provided for, together with their traveling and other expenses when on official duty, and all instruments, books, blanks, stationery, furniture, and other things necessary to carry into effect the provisions of this act, shall be paid for under the direction of the Secretary of the Treasury, out of the revenues received into the treasury from the inspection of steam vessels, and the licensing of the officers of such vessels, as provided for by the terms of this act; and the same is hereby appropriated for the payment of such expenses, or so much thereof as may be required for such purposes.

SEC. 67. And be it further enacted, That supervising and local inspectors of steamboats shall execute proper bonds, in such form and upon such conditions as the Secretary of the Treasury may prescribe, and subject to his approval, conditioned for the faithful performance of the duties of their respective offices and the payment in the manner provided by law of all moneys that may be received by them.

SEC. 68. And be it further enacted, That the penalty for the violation of any provision of this act that is not otherwise specially provided for shall be a fine of five hundred dollars, one-half for the use of the informer.

SEC. 69. And be it further enacted, That if any shipper or shippers of platina, gold, gold-dust, silver, bullion, or other precious metals, coins, jewelry, bills of any bank or public body, diamonds or other precious stones, or any gold or silver in a manufactured or unmanufactured state, watches, clocks, or time-pieces of any description, trinkets, orders, notes, or securities for payment of money, stamps, maps, writings, title-deeds, printings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks, in a manufactured or unmanufactured state, and whether wrought up or not wrought up with any other material, furs, or lace, or any of them, contained in any parcel, or package, or trunk, shall lade the same as freight or baggage, on any boat or vessel, without at the time of such lading giving to the master, clerk, agent, or owner of such boat or vessel receiving the same a written notice of the true character and value thereof, and having the same entered on the bill of lading therefor, the master and owner or owners of said boat or vessel shall not be liable as carriers thereof in any form or manner; nor shall any such master, owner, or owners be liable for any such goods beyond the value and according to the character thereof so notified and entered.

SEC. 70. And be it further enacted, That it shall be the duty of all collectors, or other chief officers of the customs, to require all sailing vessels to be furnished with proper signal lights, as provided for by the act of April twenty-nine, eighteen-hundred and sixty-four, entitled "An act fixing certain rules and regulations for preventing collisions on the water," and every such vessel shall, on the approach of any steamer during the night-time, show a lighted torch upon that point or quarter to which such steamer shall be approaching. And every such vessel that shall be navigated without complying with the terms of the said act of April twenty-nine, eighteen hundred and sixty-four, and the provisions of this section, shall forfeit and pay the sum of two hundred dollars, one half to go to the informer; and for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel, in any district court of the United States having jurisdiction of the offense.

SEC. 71. And be it further enacted, That the act entitled "An act to provide for the better security of the lives of passengers on board vessels propelled in whole or in part by steam," approved July seven, eighteen hundred and thirty-eight; also, "An act to modify the act entitled 'An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam,' approved July seven, eighteen hundred and thirty eight," approved March three, eighteen hundred and forty-three; also, "An act to amend an act entitled 'An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam,' and for other purposes," approved August thirty, eighteen hundred and fifty-two; also, "An act for the prevention and punishment of frauds in relation to the names of vessels," approved May five, eighteen hundred and sixty-four; also, "An act to create ad additional supervising inspector of steamboats, and two local inspectors of steamboats for the collection district of Memphis, Tennessee, and two local inspectors for the collection district of Oregon, and for other purposes," approved June eight, eighteen hundred and sixty-four; also, "An act to provide two assistant local inspectors of steamboats in the city of New York, and two local inspectors at Galena, Illinois, and to re-establish the board of local inspectors at Wheeling; and also to amend the act approved June eight, eighteen hundred and sixty-four, entitled 'An act to create an additional supervising inspector of steamboats, and two local inspectors of steamboats for the collection district of Memphis, Tennessee, and two local inspectors for the collection district of Oregon, and for other purposes,'" approved March three, eighteen hundred and sixty-five; also, "An act further to provide for the safety of the lives of passengers on board of vessels propelled in whole or in part by steam, to regulate the salaries of steamboat inspectors, and for other purposes," approved July twenty-five, eighteen hundred and sixty-six, are all and severally hereby repealed; also all other acts and parts of acts inconsistent with this act are hereby repealed.

Approved, February 28, 1871.

The Huntingdon Journal.

J. R. DURBORROW, - - - - - - EDITOR

HUNTINGDON, PENN'A.

Wednesday Morning, May 3, 1871

☞ The Border Damage Bill has passed both branches of the Legislature and will become a law.

The Harrisburg *Patriot* and other Democratic papers have been throwing great quantities of dirt at the Republican victory in Washington. A fox is represented to have said of grapes, which he could not reach, that they were *sour!*

☞ The handsome victory of the Republicans in Washington City (the Territory of Columbia) has dampened the ardor of our Democratic cotemporaries considerably. Their great reaction is "going back on them." In truth they are making haste slowly and seem to be looking through a glass darkly. Oh, the "nasty nigger."

☞ By the Ku Klux bill the President is authorized, in certain cases, to suspend the writ of *habeas corpus*. We would prefer to hear of him suspending, at the end of a rope, a number of the midnight assassins who have made such a law necessary! It would be a capital suspension in more ways than one.

☞ The *Monitor* recommends J. Simpson Africa, of this place, for the Democratic nomination for Surveyor General. Mr. Africa would make a splendid officer if it were within the range of possibility to elect a Democrat, but as it is not we should be very sorry to see this gentleman sacrificed.

☞ We will announce candidates for the various offices to be filled at the approaching October election at the following reasonable rates, viz: President Judge, $5; Assembly, $4; Sheriff, $3; Treasurer, Commissioner and Director of the Poor, $2; Auditor and Coroner, each $1. The cash MUST INVARIABLY accompany the announcement.

☞ The Apportionment Bill, passed by the Legislature, it strikes us, was very handsomely manipulated to make this a Democratic Senatorial District for the benefit of our bland friend Bruce. But we mean to see about this. Huntingdon, arise like Sampson, and shake thyself as heretofore, and these cords will become as burnt flax.

☞ This Senatorial District was, after a great deal of tribulation, forged into a Democratic District. Huntingdon, you must get down under a Democratic dead weight of 800 and erect yourself, and when you do so, you will be a head and shoulders higher to the tune of 1000—a clear majority of 200. Let peace and harmony prevail and all will be well—but not with R. Bruce.

☞ The Democratic Convention for the nomination of candidates for Auditor General and Surveyor General will convene in Harrisburg, on Wednesday, the 24th day of May, 1871. A handsome reward will, no doubt, be paid the individual who will get up the best sliding scale of measures for the adoption of the Convention upon which to conduct the canvass. Address Wallace, Myers & Co., Harrisburg, Pa.

☞ The Democratic papers set up a wail over the passage of the Ku Klux bill that indicates the deepest seated sympathy for those cowardly miscreants who have made the South a reproach to the age in which we live. If they do not desire the powers conferred in that bill to be exercised, let them advise their Ku Klux brethren to discontinue their cowardly practices. Perhaps they want to help to give them another drubbing, and by their justifications of their conduct, are only nerving them for the contest. A similar course of conduct was pursued before the rebellion.

☞ President Grant, who had been on a visit to his farm near St. Louis, passed through here, accompanied by Gen. Porter, on last Thursday evening, on the Cincinnati Express, on his way to Washington. He was met at the depot by a large crowd of citizens. The President presented himself on the platform of his car, and he was heartily cheered. A few were presented to him when the car moved off amidst lusty cheers. He remained over night with Hon. J. D. Cameron, at Harrisburg, and reached Washington on Friday. He was met with great enthusiasm all along his route. The people have unbounded confidence in his administration and they feel like expressing it whenever an opportunity is afforded.

The Judicial Muddle.

Invisible, the racy correspondent of the *Blair County Radical*, gives us to understand that the Republicans are not going to have all the judicial muddle to themselves, but that the Democrats are expected to take a hand. He says:

"The Democratic Judicial muddle in your district, is becoming interesting to us denizens outside. The determination to make Pershing the nominee is no longer a secret with those having Democratic ears here. There have been several caucuses of influential Democrats from the district, in this city, during the past week. Pershing has a strong outside pressure in his favor. His friends say they will not be bound by the bargain made between Speer and Banks last year—that Banks was to give Speer the Congressional Conferees from your county, and Speer, in return, was to secure Huntingdon county for Banks for Judge. Pershing's friends say further that he can secure the railroad influence, and through it, materially lessen the Republican majority in your county. And, further still, Banks cannot possibly get the Catholic vote, though just why, I am not able to state—more than that a letter of some kind gave offence to that portion of the party. But while all this is going on, Pershing is meeting with some opposition from home, and it is pretty well understood that R. L. Johnson, of Ebensburg, will ask the conferees to throw them to Banks. Prominent Huntingdon Democrats, who were here last week, say openly that they do not care what Speer's private arrangements were, they will go in for the most available man. It looks to me as though Pershing would have an easy victory in the conference."

Our Washington Correspondence.

WASHINGTON, D. C. April 28, 1871.

EDITOR OF HUNTINGDON JOURNAL:—A review of the proceedings of the 1st session of the XLIId Congress, which adjourned *sine die* on the 20th inst., presents, as a leading feature, the passage of a most important bill, entitled "an act to enforce the fourteenth amendment to the Constitution of the United States, and for other purposes." While this bill was pending, it was most fiercely assailed by the Democratic leaders in Congress, and the Democratic Press in every section of the Union, as a premeditated violation of the fundamental law, as a contemplated centralization of power in the General Government, and as an infringement of the rights of the States. Precisely the same line of denunciation and argument was adopted by the opponents of the measure, as that resorted to by leading public speakers and writers in opposition to every law enacted, during the late war, for the suppression of the rebellion. Had Democratic counsels prevailed at the commencement of or at any time during the war, the Union would have been severed, and the Confederacy recognized as an independent Government. Now, these same counsellors, or their successors, would have us yield to the conquered foe nearly every thing for which he fought. They tell us, that the very uttermost limit to which they will be willing to go is to recognize the amendments to the constitution since the war as experiments, to be adandoned when, in the opinion of the white people in the late insurrectionary States, it may be advisable. In a word, when the former master of the now enfranchised slave shall be so inclined, he may deprive the colored man of the ballot, or indeed remand him to his original state of bondage. This is the hoped-for future to which the old slavorocacy look with anxious solicitude, and this realization is to be the result of a return of the Democratic party to power.

The Democratic Senators and Representatives, at the close of the late session, issued an address to the people of the United States, breathing, in every line, the same spirit as that which gave life to the party that inaugurated the late rebellion. In the years preceding the commencement of hostilities, the opponents of slavery were warned not to interfere with the sacred institution, else war would follow. Now, when Congress enacts a law to punish the fiendish outrages upon the freedmen, and loyal white people of the South, we are told, in this address, that *"it is not surprising that the greatest apprehension for the future peace of the nation should be entertained."* In the one instance, war was inaugurated to preserve the institution from what was then supposed to be danger of innovation, and that institution having been overthrown as a result of the effort to guard it, in this latter day, we are again menaced with war, if the Government dare extend protection to the unoffending freedman, who has been raised from the most abject state, to an equality before the law, with his white neighbor. When, in answer to appeal after appeal from the South for protection, the State and Local authorities being either unable to defend the innocent, or indifferent to the cries for help, the National Congress puts forth an arm to shield the victims of organized bands of desperadoes, this address tells us that *"nothing is left to the citizens or the State which can longer be called a right."* It should be born in mind that, prior to any Congressional investigation, it was boldly asserted in the Senate and House of Representatines, and by the Democratic Press, that all the stories of outrages in the Southern States were mere myths, or gross exagerations of small crimes which are common to all localities, North as well as South. An inquiry, limited as yet, by a committee of the Senate (now made a Joint Committee of Senate and House) has revealed to the public gaze a very different picture. Though not a tithe of the enormities committed with impunity have been investigated, yet enough has been exposed to shock the moral sense of the country. In view of these damaging developments, and the consequent injury done to the Democratic cause in the North, the subscribers to this Democratic address appeal to the Ku Klux fiends, in the following endearing and persuasive language: *"We earnestly entreat our fellow citizens in all parts of the Union to spare no pains to maintain peace and order. * * * Let us earnestly beg of you not to aid the present attempts of Radical partisans to stir up strife in the land."* Here we have the recognition of the fact, that the outrages complained of have been, and are being committed, and the leaders of the great Democratic party claim of these devils incarnate the right to dissuade them from their work of blood, at least for the time being, as a matter of party policy. It is now to be seen, if the members of the Ku Klux organizations in the Southern States will listen to the exhortations of those who would control their actions. Of course, the appeal would not be made, if they were not assured that the petitioners have influence with these miscreants. If they have not, they should have, for it has been truly averred, that while every Southern Democrat may not be a Ku Klux, every Ku Klux is a Democrat.

This Democratic address is as remarkable for what it does *not* embrace as for what it does. While the 14th and 15th amendments to the Constitution, and the Reconstruction acts of Congress have been the prominent subjects of Democratic denunciation, not a single direct reference is made to them. The great and vital questions involved in them are shirked, in the very face of the fact that their obliteration is the grand design of the Democracy of the country. Although the address is silent, Hon. Frank P. Blair has, on the floor of the Senate, given the key-note to what is to be one of the main objects of the Democracy in the future. It is simply to undo all that has been done, since the close of the war, in the way of reconstructing the rebel States, and to deprive the colored man of the ballot.

The Address is open to criticism and refutation in all its premises and deductions. Indeed, the greater portion of them have been exploded, time and again, as false in theory or fact. As an example, the Address contains the following statement in relation to the number holding office under this Administration: *"The public offices have been multiplied beyond all precedent."* Now the truth is that there has been a continuous reduction in the number of officers, both in the military and civil service, during the two years which have elapsed, since the inauguration of

The Huntingdon Journal.

Wednesday Morning, May 3, 1871.

READING MATTER ON EVERY PAGE.

LOCAL AND PERSONAL.

MEETINGS.

Mt. Moriah Lodge, No. 300, A. Y. M., meets second Monday evening of each month, in Brown's building.

Standing Stone H. R. A. Chapter No. 201, meets the first Tuesday evening of each month, in Brown's building.

Juniata Lodge, No. 117, I. O. O. F., meets every Friday evening, third floor, Leister's building.

Mount Hor Camp of I. O. O F., meets every second and fourth Tuesdays, third floor, Leister's building.

Arrapahoe Tribe, No. 68, I O. of R. M., meets every Thursday evening, third floor, Leister's building.

Young Men's Christian Association meets the first and third Monday evenings of each month, in Smith's building.

Post 33, G. A. R., meets third Monday of each month in Court House.

Town Council meets the first Friday evening of each month.

Huntingdon Lodge, No. 149, K. of P., meets every Saturday evening, in Smith's building.

Huntingdon Temple of Honor, No. 71, meets the fourth Monday of each month in Good Templar's Hall.

The Websterian Club meets every Thursday evening, in the Y. M. C. A. rooms.

Huntingdon Council, O. U. A. M., meets first and third Tuesdays of each month in Good Templar's Hall.

CHURCHES.

Baptist Church—Washington street. Rev. J. W. Plannett. Services on Sabbath: 10½ a. m., 7 p. m.

Catholic—Washington street. Rev. P. B O'Halloran. Services first three Sundays in every month.

Evangelical Lutheran—Mifflin street. Rev. J. J. Kerr. Services on Sabbath: 10½ a. m., 7 p. m.

German Reformed—Church street. Rev. S. D. Steckle. Services on Sabbath: 10½ a. m., 7 p. m.

Methodist Episcopal—Church street. Rev. M. K. Foster. Services on Sabbath.: 10½ a. m., 7 p. m.

Protestant Episcopal—Hill street. No Pastor.

Presbyterian—Hill street. Rev. G. W. Zahniser. Services on Sabbath: 11 a. m., 7 p. m.

Brief Mention---Home-Made and Stolen.

Looking up—Vegetation.

Read new advertisements.

Old tramps are numerous.

The days are lengthening.

The growing crops look well.

Coming on apace—Decoration Day.

Berks county is entirely out of debt.

The Juniata was on a high last week.

Our farmers are busy planting corn.

With us once again—"Smiling May."

The streets of our borough are being repaired.

Greensburg is going to have a new Masonic hall.

There were four funerals in this place last week.

Several drunks were visible on Saturday night

The early fruits are damaged by the recent frosts.

The different churches were well attended on Sunday.

Mr. John Frost visited this bailiwick on Sunday morning.

An organ grinder amused the little folks on Saturday evening.

A vein of anthracite coal has been discovered in Fulton county.

State Treasurer Mackey entered upon his duties on Monday last.

If we could get along with promises we would have plenty of money.

Quite a number of teachers attended the examination on Thursday.

Street lamps have been put up in different parts of West Huntingdon.

One man in Erie county has made over half a ton of maple sugar this season.

The youth and beauty of our town were out in large numbers on Saturday evening.

The weather for the past few days has been suggestive of straw tiles and linen dusters.

A large assortment of Boots, Shoes and Ladies' Gaiters on exhibition at Henry & Co.'s

Advertise in the largest circulated newspaper—the Journal. It goes to every section.

Neal Dow, the author of the Maine liquor law, is on a lecturing tour through this State.

The Chester Valley railroad company's engine house at Downingtown, was burned, on Thursday night.

Hats and Caps, all styles and sizes, for the million, at Henry & Co.'s. They can't be beat. Go and see them.

The newest bonnet is called the "Congress." Fashionable milliners say a new style comes out every two hours.

Fishing parties were numerous during the freshet of last week, and large numbers of the finny tribe were caught.

A new counterfeit fifty cent postal currency is in circulation, which is said to be the best imitation yet produced.

The man who didn't believe in advertising has gone into partnership with the sheriff, and the latter is now doing it for him.

It is easier for a man to take hold of the seat of his pants and throw himself over the moon, than to get to heaven after cheating the printer.

A little son of Mr. Williams, of Johnstown, was burned to death, on Monday morning of last week, by his clothes taking fire from the cooking stove.

Our imp of darkness took a trip to the country, last week, for his health. Bodkin says a piece of calico has a great deal to do with his visits to the rural districts.

A convocation of Knights Templar is announced to take place at Harrisburg on the 13th of June next. Several thousand are expected to be in attendance.

An old lady, observing a sign over a tailoring establishment, bearing the inscription, "Fountain of Fashion," exclaimed, "Ah, that must be the place where the squirts come from."

A Western girl got the idea into her head that the devil was in her and hung herself. If women go to hanging themselves for a little thing like that, they are going to be mighty scarce, that's all.

Our "roosters" were on hand again on Sunday evening. If they do not soon find some other place to roost we will call upon the borough authorities to remove them as any other nuisance is removed.

The Warm Springs will be opened in a few days under the management of Capt. A. S. Harrison and Col. W. J. Geissinger, the former as proprietor and the latter as superintendent. We wish them success.

During the past week all our presses, three in number, have been taxed to their utmost capacity turning out jobs for the patrons of the Journal. This is an indication that the people appreciate first-class work at liberal prices. There is no use in sending job work to the city, as we are prepared to print anything, from a label to a family bible, in a style unsurpassed. Send along your orders.

It is estimated from the great success which has thus far attended the efforts of fishermen at Columbia that 100,000 shad will be caught at that point before the close of the season.—Over 20,000 have already been secured, and fishing has scarcely commenced. As high as 2,500 have been caught in one day recently, the largest haul for the same length of time in ten years.

The ways of Providence are inscrutible. A man in Iowa refused to take his paper from the post office, when owing two three years subscription, and the next day he was kicked to death by a horse. The coincidence is certainly singular, but we do not know that it can be regarded as a principle that kicking horses have a settled antipathy to delinquent subscribers. However, the event we have mentioned may be taken as a warning by some people who left their names on our books in this manner, and they will do well to give all horses a wide berth. There is no telling what may happen, you know.

THE PATENT RIGHT SWINDLE—*How Farmers are Deceived by Signing False Notes of Hand.*—Among the many swindling operations of the day the patent right dodge is largely practiced on farmers, and we have heard of several cases in this county within a year. The following note is a copy of one now in use by these sharpers. It will appear at first sight to be perfectly simple, and no person wishing to take an agency for any of the of the many patents would hesitate to sign it:

SMITHVILLE, PA., April 15th, 1871.

On or after date, I promise to pay A. Sharp, or bearer ten dollars when I sell by order. Two Hundred and Seventy-five dollars worth of seeding Machines for the received, at ten per cent. per annum, payable at Smithville, Pa. said ten dollars, when due, is Witness: John Doe. Agent for A. Brown.

JOHN SMITH.

Now, having read the above note carefully, and supposing it to be all right for $10, just cut in two between the words or, and bearer, in the first line, and you will find that the left hand piece is a perfect note for $275. Having induced a farmer to accept any agency, as specified in the original note, and having obtained his signature, the sharper departs. He then cuts off the right hand portion, proceeds to the nearest broker or banker, to whom he offers to sell the note at a discount on the plea of needing the money. The signer is generally a responsible person. well known to the business men of the village, and the note is purchased. When the note falls due it is presented for collection, and the signatures are indisputable, the horrified farmer is compelled to pay $275, when he only supposed that he owed $10.

This is one of the most infamous of all tricks of deception, and is largely practiced throughout the country. Farmers should cut this out and preserve it carefully, in order to guard against being imposed on by unscrupulous scoundrels.—*Harrisburg Telegraph.*

Mourning Goods, Black Alpaccas, Mixtures for Ladies' Suits, Percales, Lawns, Summer Plaids, &c. For good goods, choice styles and low prices, go to Glazier & Bro.'s. [my.3–3t

MIRAMAR IRON AND RAILROAD COMPANY.—There is a bill now before the Legislature for the the construction of a road in the Cumberland Valley to run from Mechanicsburg, diverging southward to the South Mountain, and then continuing almost parallel until it strikes Shippensburg, from thence it trends off in the direction of Burnt Cabins, eventually to be extended to the far West by connection with our great northwestern lines. The development of the inexhaustible iron resources of the South Mountains is a scheme of of such vast importance, involving such immense interest of manufacturing and agriculture, that it would seem almost superfluous to discuss it. Immediately after this projected road leaves Mechanicsburg it strikes iron ore at every mile on its route along the South Mountain until it reaches Shippensburg. The belt of ore lying along that mountain is a portion of the greatest deposit in the world. It crops out at every mile. Geologists have discovered nothing to equal this on the continent; a deposit within the reach of all our great manufactories, and yet remaining undeveloped for the want of railroad facilties to carry it to a market. There can be no fair argument used against the immediate construction of a road like this, for the reason that it is demanded not only as a means of developing the mineral resources of the region through which it passes, as well as accommodating the vast agricultural industries in that portion of the State, which comprises as productive a region as found anywhere in the Commonwealth. If this road is built, and its construction is only a question of time, it will be the means of concentrating immense investments of capital along its line in furnaces and rolling mills—and when it is completed from the South throuth the North Mountains, it will extend to the great West, via our great southwestern railroad connection, and will be a means of transportion right at the mouth of the great iron ore mines, instead of having them located ten to fifteen miles distant therefrom. Besides all this, the Miramar road will, as continued, unite the waters of the Susquehanna and the Potomac, thus making it a project as grand in its geopraphical aspects as it will be magnificent and enriching in its development of the inexhaustible mineral resources of the region through which it is to pass.

We have reached that period in the affairs of the State and nation when every facility must be afforded for the development of our great natural resources. The land abounds with wealth, and it is our duty to extract it, to make a commerce of it, and use it as the blessing for which it was designed. The furtherance of projects like that to which we now allude, are links in the great chain of operation by which these results are to be achieved. If one is allowed to fail, the harmony of the great whole is sure to be disturbed.—*State Journal.*

Those of our lady friends who wish a good Black Silk Dress, will find a large assortment at Glazier & Bro.'s, 309 North Third street, ranging in price from $1,25 per yard upwards. 3t.

THE BEE HIVE FULL TO OVERFLOWING—*First Swarm of the Season.*—The proprietor of the Bee Hive Grocery, Confectionery and Bakery would respectfully inform the public that he has just received an immense supply of the choicest variety of goods in his line that the public could desire and the Eastern Markets afford Oranges and Lemons, fresh and prime, wholesale and retail, Fresh Layer Raisins, in quarters, Halves and Whole Boxes, Fresh Mat Raisins, Fresh Figs, German Plums, Marrow Beans and Peas, Dried Fruit, Shaker Corn, German Cherries, Apples, Peaches, Currents, Italian Pears, Canned Fruit, Tomatoes, Winslow Corn, Lima Beans, Pears, Peaches, Pineapples, Strawberries, French Mustard, Pickles, Ketchups, Honey, Jellies, Pepper Sauce, Canned Oysters, Sugars, Syrups, best N. O., Molasses, Teas, Coffee, Soaps, all of which he takes especial pleasure in recommending as fresh, choice and very superior in every particular. The usual variety of other goods constantly on hand, together with many articles not generally kept in similar establishments. Choice brands of Tobaccos on hand at all times. Fine and Common Candies Wholesale and Retail. Goods delivered daily.

White Goods, Linen Goods, Lace and Linen Collars, latest styles, etc., a fine assortment, at Glazier & Bro.'s. [my.3–3t

Bone dust, by the large or small quantities at Henry & Co's. [ap26,4t.

Bone dust, by the large or small quantities, at Henry & Co's. [ap26,4t.

WHITE WASHING.—The season for white washing is now at hand. No farmer or householder should fail to make a free use of white wash in the beginning of every summer. No expenditure of the same amount of money will contribute more to the health, comfort and pleasure of a family. Besides the improved appearance a coat of white wash gives everything, it purifies the air, and thereby exerts a fine sanitary influence. It also preserves woodwork. Every cellar and and dark closet should be thoroughly coated with it; all the fences around the buildings, and all stables and out houses should be washed with this preserver and purifier. Nearly every experienced housewife has her own mode of mixing the lime, but to beginners we venture to recommend the following:

Take the very best stone lime, and slack it in a close tub, covered with a cloth to preserve the steam. Salt—as much as can be dissolved in the water used for slacking and reducing the lime—should be applied, and the whole mass carefully strained and thickened with a small quantity of sand, the purer and finer the better. A few pounds of wheat flour mixed as paste may be added, and will give greater durability to the mass, especially when applied to the exterior surface of buildings. With pure lime, properly slacked and mixed with twice its weight of fine sand and sifted woodashes, in equal proportions, almost any color may be made by the addition of pigments. Granite, slate, freestone and other shades may be imitated, and without detriment to the durability of the wash. This covering is very often applied, and with good effect, to underpinning, stone fences, roofs and the walls of barns and other outbuildings. Probably the pure white wash is more healthy than the colored, as its alkalescent properties are superior, and when used in cellars, kitchens and sleeping apartments, produces sanitary results.

From 30 to 50 cents a yard lower than they have been—the Black Silks offered by Glazier & Bro. [my.3-3t.

COUNTERFEIT BANK NOTES.—The Treasury Department publishes a long list of counterfeit plates for bank notes which have been captured and destroyed, and also the following list of all the counterfeits known at the Treasury to be in circulation, the plates of which have not been captured: Tens on the Flour City National bank of Rochester, N. Y., Saratoga County National bank of Waterford, N. Y.; Albany City, N. Y., National bank; First National of Red Hook, N. Y.; Auburn City, N. Y., National bank; Mutual National bank of Troy, N. Y.; American National bank of N. Y; First National bank of Lockport, N. Y.; National bank of Commerce, N. Y., and First National bank of Poughkeepsie, N. Y.; twos on Marine National bank of New York; Market National bank of New York; St. Nicholas National bank of New York.; National bank of Lindenpark, N. Y.; National bank of Rhode Island, Newport, R. I.

Ten of the eleven $10 counterfeit plates and four of the five $2 counterfeits are printed from the same plate, with only the name of the bank changed.

Our people will do well to look out for notes of the above named banks.

Black Hernanis and Grenadines, cheap, at Glazier & Bro.'s. [my.3–3t

WOOD'S HOUSEHOLD MAGAZINE.—Most heartily do we welcome the May number of Wood's Household Magazine. We hardly recognized it as it entered our office in its new spring clothes; but while admiring the color and quality of its dress, we were delighted to discover that it adorned our old friend. The improvements which have followed thick and fast in this Magazine, show the enterprise and success of its publishers. The heavy paper is a great addition as well as the cover, and its typographical appearance is unsurpassed.

Its contents are unexceptionable, and among its list of contributors are some of the most noted writers of the day. We do not understand how Mr. Wood is able to do so much for so little money—nevertheless we are glad to acknowledge his achievements. The Magazine is furnished for the small sum of one dollar.—Specimen copy free. Address S. S. Wood & Co., Newburgh, N. Y.

Fifty setts of Melton jewelry at Henry & Co's. The latest thing out. Ladies, just go and see them. May 3–2t.

A SIGNAL LIGHT FOR CARS.—A signal light, to be attached to the rear car of a train, invented by two officers of the Little Miama Railroad, has lately been tested on that road. It is thus described by the *Railroad Gazette:* "In the centre of the roof of the rear car of the train, over the rear axle, is placed a square lantern, with alternate panes of red and white glass. The lantern is connected by means of a shaft, with one of the axles in such a manner that eight revolutions of the axle produce one of the lantern. When the car stops, the lantern, of course, ceases to revolve. Upon each side of this main lantern are two others, also connected with the axle in such a way that when the train is moving forward a solid red light is displayed, and if backing, a solid green light. The engineer of a train coming up in the rear can thus tell, by observing these lights, whether the train before him is moving or at a standstill, and if moving, in which direction."

We are glad to inform our readers that our friend Capt. Johnston, of the firm of Henry & Co., has returned from the Eastern cities with a full line of new and desirable Spring Goods, and our readers will do well by calling at their mammoth establishment and examining their stock. They have some of the prettiest Shawls and Dress Goods that ever came to Huntingdon county. Go and see them at 732 & 734 Hill street.

TO THE PASTORS AND SUPERINTENDENTS OF HUNTINGDON COUNTY.—You are earnestly requested to call the attention of your congregations and Schools, to the coming Convention of The Huntingdon County Sabbath School Association.

It is desired that this Convention be a grand success. Let there be a hearty response to the call from all parts of the county. We want your co-operation and assistance. Adjoining counties are actively engaged in the good work. Let "Old Huntingdon" from her hills and valleys come forth in strength. Let us attest our love for our Common Master, and our devotion to the Sabbath School cause.

K. ALLEN LOVEL, President.
G. B. ARMITAGE, Secretary.

THANKS.—We are indebted to our clever friend McKiernan, the Fourth street tobacconist, for a bunch of prime segars, none of the cent-a-grab kind, but a pure Havana brand. We have sampled them, and have no hesitancy in recommending them to the lovers of the weed.

The old saw has it that "it never rains but it pours," and this is our fix at the present time. We are in receipt of more segars from our jovial friend, Col. Feerrer, the Hill street tobacconist, and pronounce them A No. 1.—Who's the next customer?

NEURALGIA.—A correspondent of the *Lancet* says: "A few years ago, when in China, I became acquainted with the fact of the natives, when suffering with facial neuralgia, using oil of peppermint, which they lightly applied to the seat of pain with a camel hair pencil. Since then, in my own practice, I frequently apply this oil as a local anæsthetic, not only in neuralgia, but also in gout, with remarkably good result."

David Mengle has on hand a fine assortment of Carriages and Buggies, which he will sell at reasonable prices. [my.3–2t

A NEW COMMENTARY—*Critical, Explanatory and Practical on the Old and New Testaments:*—By Rev. Robert Jamison, D. D., St. Paul's Glasgow; Rev. A. B. Fausset, A. M. Carthbert, York, and Rev. David Brown, D. D., Professor of Theology, Aberdeen.

A comentary on the whole Bible in one volume.

A commentary far in advance of the older works.

A commentary compendious and comprehensive in its character.

A commentary containing a critical introduction to each book of Scripture.

A commentary having over 200 handsome illustrations.

A commentary by far the most practical, suggestive, scientific and popular, and in typography and general arrangement, the peer of the best in the English language.

No book ever published in this, or any other country, has been commended by so long a list of the most eminent men and scholars as this.

Read a few of the many testimonials given by eminent scholars and ministers, whose learning and ability for judging such an important work is unquestioned.

Rev. James M'Cosh, D. D., President Princeton College, says: "I am well acquainted with the commentary by Jamison, Fausset & Brown and have often made good and profitable use of it. It is highly esteemed in Great Britain and Ireland, and I am pleased it is republished in this country. It is the work of highly competent scholars who have succeded in bringing out its mines of the spirit as revealed in the scriptures. It is clear, brief, judicious and enfinently fitted to be useful alike to pastor and people."

Rev. D. W. Clark, D. D., Bishop M. E. Curch—"The commentary on the Old and New Testaments of Messrs. Jamison, Fausset & Brown is just what the people want. Without ostentation, and free from unnecessary verbiage, it lays under contribution its researches of scholars, critics and travelers, that have thrown so much light on Biblical topics in modern times. It will be found one of the most useful and instructive commentaries yet published—a help not merely to its better understanding of the word of God, but also to clearer experience in its Christian life."

Rev. G. W. Zahniser, Pastor Presbyterian Church of this place, says: "I have not had time to examine with much care the 'commentary on the Old and New Testaments" published by the New Word Publishing Company, but I have no doubt however, that it is a work of very great merit. It has received the commendations of such men as Drs. Hodge and M'Cosh and other eminent divines. It well deserves, and I hope will have a wide circulation."

Rev. B. B. Hamlin, D D., P. E. Juniata District, M. E. Church, says: Having examined the commentary on the Old and New Testaments now in the hands of Mr. Wagoner for circulation, I hesitate not to say that it is all that its title imports—"critical, explanatory and practical." It is remarkable for the simplicity of its arrangement—for the conciseness and clearness of its style—for the brevity and comprehensiveness of its statements and expositions, and especially desirable as composing a complete commentary on the whole Bible in a single volume.

"Mr. Wagoner is certainly entitled to encouragement as furnishing, in a very cheap and portable form, a commentary on the Scriptures, which, whether in the ministers study, in the Sunday School, or in the family, cannot fail to render very great satisfaction."

HUNTINGDON BOROUGH SCHOOLS.—Teachers were appointed on the 1st inst., as follows:

High School—Prof. H. L. Atkinson.
1st Grammar School—Geo. W. Sanderson.
2nd Grammar School—J. H. Black.
1st Intermediate—Jas. M. Johnston.
2nd Intermediate—Sarah E. Gregory.
1st Primary—No appointment.
2nd Primary—Mertie M. Shaver.
3d Primary—Sarah E. Morrison.
Colored—Callie M. Speedy.

HUNTINGDON AND BROAD TOP RAILROAD—*Report of Coal Shipped:* TONS.

For the week ending April 29, 1871	10,575
Same date last year	8,147
Increase for week	2428
Shipped for the year 1871	111,621
Same date last year	89,763
Increase for year 1871	21,858

TO NEBRASKA, CALIFORNIA, AND KANSAS, AND THE B. & M. R. R. LANDS.—The "Burlington Route," so called, lies right in the path of the Star of Empire. It runs almost immediately in the center of the great westward movement of emigration. Crossing Illinois and Iowa, it strikes the Missouri river at three points.

These three points are the gateways into three great sections of the trans-Missouri region.

The Northern gate is Omaha, where the great Pacific road will take you to the land of gold and grapes, sunny mountains, and perpetual summer.

The middle gate is Plattsmouth, which opens upon the south half of Nebraska, south of the Platte river, a region unsurpassed on the continent for agriculture and grazing. Just here are the B. & M. Railroad lands, concerning Geo. S. Harris, the land officer at Burlington, Iowa, can give you all information, and in the heart of them is Lincoln, the State Capital and present terminus of the road.

The Southern gate leads to Kansas, by connections with the St. Joe Road at Hamburg, running direct to St. Joe and Kansas City.

The trains of the Burlington run smoothly and safely, and make all connections. It run the best of coaches, Pullman Palace and Pullman dining cars, and should you take the journey for the journey's sake alone, you will be repaid; or take it to find a home or a farm and you cannot find either better than among the B. & M. lands, where you can buy on ten years' credit, and at a low price. tf.

PRINTING.—Remember Merchants, Mechanics, and business men generally, if you want Posters, Circulars, a Letter-head, Billhead, Monthly Statements, Cards, Envelopes, or any kind of printing done, that we are prepared to do it in the best style and at the lowest rates.

GRAND OPENING.—Mrs. L. A. Hamer has returned from the city and has opened this day one of the finest assortment of Millinery Goods and Notions ever brought to Huntingdon. You can get a set of Jewelry from 50 cents to $5, and a hat from 50 cents upwards. Go and see.

Prof. Weaver will visit Huntingdon in a week or two to tune pianos. All persons desiring his services will please leave their orders at Green's Music Store. 1t

New Sheet Music just received at Green's Music Store. [my.3–ew

A large lot of German Accordeons for sale, cheap, at Green's Music Store. [my.3-2w

GENUINE NORWAY OATS for sale by Glazier & Bro. Price, $1.50 per bushel. [mh15.tf.

THE best thing out Weidas Revolving Smoothing Iron, for sale at A. R. Stewart & Co. March 8, 2-m.

Window Glass and Putty at Patton's. March 22, tf.

A GOOD CHANCE!

For Sale—A Butcher's Stand, with good will and fixtures, in a thickly settled part of Huntingdon county. Population of place increasing and trade brisk. Good, permanent and safe business. For particulars apply at or write to this office. [ap.19,'71–3t

W. W. SHEIBLEY. W. T. HOWARD.

MORRISON HOUSE,

OPPOSITE PENNSYLVANIA R. R. DEPOT

HUNTINGDON, PA.

SHEIBLEY & HOWARD, Prop's.
April 5, 1871–1y.

HUNTINGDON MARKETS.

Reported Weekly for the Journal by Henry & Co.

HUNTINGDON, PA., May 2, 1871.

	Wholesale.	Retail.
Butter	$ 30	$ 35
Coffee, O. G. Java	26	28
" Maricabo	21@24	23@28
" Rio, choice	21@22	23
" Rio, good	19@20	21
" Rio, fair	17@19	20
" O. G. Java, roasted	..	33
" Maricabo, "	..	28
" Rio, choice, "	..	26
" Rio, good, "	..	20
Eggs	..	15
Flour, white wheat	..	8 00
" red wheat	700 to	7 40
Wheat, white, per bush	1 40	1 40
" red, "	1 25	1 25
Rye	..	90
Corn	..	70
Oats	..	50
Molasses, Port Rico	..	60
" New Orleans	..	1 00
Sugar, loaf	15	16
" powdered	15	16
" granulated	15	16
" A	14½@7 lbs for	1 05
" extra C	13½@7 lbs for	95
" yellow C	12 @7 lbs for	85
" brown	12 @7 lbs for	75
Tea, Young Hyson	65@1 25	1 30
" Gunpowder, fine	65@80	90
" Gunpowder, finest	1 15@1 50	1 70
" Imperial, fine	55@80	1 00
" Imperial, finest	1 00@1 20	1 40
" Japan, fine	75@1 00	1 10
" Japan, finest	1 00@1 25	1 40
" Oolong, fine	60@70	70
" Oolong, finest	85@1 25	1 40
" Souchong, fine	60@80	90
" Souchong, English Breakfast	1 00@1 50	1 40
Syrup, silver drip	1 00	1 20
" Crystal	1 35	1 50
" diamond drips	95	1 10
" extra golden	80	90
" bee hive	70	75
" for baking	55	65
Raisins, layers	3 50	25
" valencia	16	18
" nuts	16	20
Prunes	13	15
Currants	12	15
Rice	10	12
Starch	8½	10
Soap	8½	10
Sal soda	4½	5
Buckets, two hoops	..	22
" three hoops	..	25
Peanuts, roasted, per bushel	3 50 per qt.	20
Essence Coffee, per gross	4 25 per box	5
Cheese, Goshen	17	20
Canned Peaches, 3 lb cans	4 50	40
" " 2 lb cans	3 30	30
" Tomatoes, 3 lb cans	2 75	25
" " 2 lb cans	2 00	18
" Egg Plum, 2 lb cans	4 50	40
" Green Gages, "	4 50	40
" Red Cherries "	4 00	35
" White Cherries	4 50	40
" Winslow's Corn	3 50	35
" Lima Beans, 2 lb cans	4 00	35
" Green Peas, 2 lb cans	3 75	35
Mince Meat	14½	18

PHILADELPHIA MARKETS.

May 1, 1871.

Flour, Extra family	$7 00
" Superfine	5 50
" fancy brands	8 00
" Rye	5 00
Corn Meal	4 60
Wheat, white, per bushel	1 65
" red, "	1 45
Corn	80
Rye	1 05
Oats	62

CARMON & CUNNINGHAM.

S. B. Chaney having retired from the firm of S. B. Chaney & Co., a new firm has been established under the style and title of Carmon & Cunningham, and the business will hereafter be conducted by them.

THEY WHOLESALE AND RETAIL

BOOTS,

SHOES,

CLOTHING FOR MEN

AND BOYS,

GENT'S FURNISHING GOODS,

HATS AND CAPS,

PAPER COLLARS,

OF EVERY STYLE AND VARIETY,

TRUNKS, VALISES, SATCHELS,

ALL KINDS OF DRY GOODS,

GROCERIES,

NOTIONS,

AND

EVERYTHING

THAT BELONGS TO A

GENERAL VARIETY STORE.

CLOTHING MADE TO ORDER.

Call at

BROAD TOP CORNER,

NO. 332, ALLEGHENY STREET,

and No. 100, FOURTH STREET,

IF YOU WANT CHEAP GOODS.

April 19, 1871.–6m.

TO THE WORKING CLASS.—We are now prepared to furnish all classes with constant employment at home, the whole of the time or for the spare moments. Business new, light and profitable. Persons of either sex easily earn from 50c. to $5 per evening, and a proportional sum by devoting their whole time to the business. Boys and girls earn nearly as much as men. That all that see this notice may send their address, and test the business, we make this unparalleled offer: To such as are not well satisfied, we will send $1 to pay for the trouble of writing. Full particulars, a valuable sample which will do to commence work on, and a copy of *The People's Literary Companion*—one of the largest and best family newspapers published—all sent free by mail. Reader, if you want permanent, profitable work, address E. C. ALLEN & CO., Augusta, Maine, April 12, '71–3mn.

SMITH IN HIS NEW BUILDING
CALL AND EXAMINE.

IF YOU WANT GREAT BARGAINS GO TO SMITH'S NEW STORE.

The best Sugar and Molasses, Coffee, and Tea Chocolate, Flour, Fish, Salt and Vinegar, Confectionaries, Fruits, Cigars, Tobacco, and spices of the best, and all kinds, and every other article usually found in a Grocery Store,

Also—Drugs, Chemicals, Dye Stuffs, Paints, Varnishes, Oils Spts. Turpentine, Fluid, Alchohol, Glass, Putty, &c., &c. The best Wine and Brandy for medical purposes, and all the best Patent Medicines, and a variety of articles too numerous to mention.

The public generally will please call and examine for themselves, and learn my prices.

S. S. SMITH.

Jan. 4, '71.

LEWISTOWN BOILER WORKS.

SNYDER, WEIDNER & CO., Manufacturers of Locomotive and Stationary Boilers, Tanks, Pipes, Filling-Barrows for Furnaces, and Sheet Iron Work of every description, Works on Logan street, Lewistown, Pa.

All orders promptly attended to, Repairing done at short notice, [Apr 5,'71,1y.*

Miscellaneous.

THE NEW YORK TRIBUNE FOR 1871.

Through struggle and suffering, at the cost of multiform agonies, bereavements, devastations, the American Idea embodied in the preamble to our fathers' Declaration of Independence approaches its complete realization. The noble, inspiting assertion that "all men are created equal," and endowed by their Creator with inalienable rights to life, liberty, and the pursuit of happiness, is no longer a glittering generality, a poet's fancy, a philosopher's speculation, but the recognized base of our political fabric. The benign Revolution, which dates from the Boston Massacre of 1770, finds its logical completion, just one century later, in the XVth Amendment, which gives to the equal political and civil rights of every man born or naturalized in our Republic the shield and defense of the Federal Constitution. The billows of Caste and Privilege may roar and rage around that rock, and may transiently seem on the point of washing it away; but its foundations are deep laid and steadfast, and the breakers of Reaction and Slavery are hurled against and dash their spray over it in vain.

We do not underrate the forces of Prejudice and Aristocracy. We do not forget that a very large minority of the American People still hold in their inmost hearts that Blacks have no rights which Whites are bound to respect. We fully appreciate the desperation wherewith all the warring elements of hatred to Republican achievement will be combined and hurled against the battlements of Republican ascendency of 1872. We do not doubt that local successes, facilitated by Republican feuds and dissensions, will inspire the charging host with a sanguine hope of victory, such as nerved it to put forth its utmost strength in the earlier stages of the contests of 1864 and 1868. Yet our faith is clear and strong that the American People still bless God that, on the red battle-fields of our late Civil War, the Union was upheld and Slavery destroyed, and will never consciously decide that the precious blood there on poured out was lavished in vain.

THE TRIBUNE believes in the prosecution of the great struggle by legitimate means to beneficent ends. To State Sovereignty, it opposes indissoluble National Integrity; to Slavery for Blacks, Liberty for All; to Proscription, Enfranchisement; to Popular Ignorance, Universal Education; to intensity and eternity of Wrathful Hate, universal and invincible Good Will. It would fain do it utmost to hasten the glad day when the South shall vie with the North in exultation and gratitude over the disappearance of the last trace or taint of that spirit which impeled Man to exult in the ownership and chattelhood of his fellow Man.

Profoundly do we realized that the contest is not yet ended—that Millions mourn, more or less publicly, the downfall of the Slaveholders' Confederacy, and rear their children to hate those by whose valor and constancy its overthrow was achieved. If we ever seem to differ essentially from other Republicans, our conviction that magnanimity is never weakness, that vengeance is never politic, and that devils are not cast out by Beelzebub, must serve to explain alleged eccentricities whose perfect vindication we leave to Time and Reflection.

THE TRIBUNE has been, is, and must be, a zealous advocate of Protection to Home Industry. Regarding habitual idleness as the greatest foe to human progress, the bane of human happiness, we seek to win our countrymen in masses from the ensnaring lures of Speculation, of Traffic, and of always overcrowded Professions, to the tranquil paths of Productive Industry. We would gladly deplete our overcrowded cities, where thousands vainly jostle and crowd in misguided quest of "Something to Do" to cover prairies and plains with colonies absorbed in Agriculture, Mechanics and Manufactures, and constantly projecting into the blank, void wilderness the homes and the works of civilized Man. Holding the Protection of Home Industry by discriminating duties on Imported Wares and Fabrics essential to the rapid, beneficent diffusion of Production in all its phases and departments, and so to the instruction of our people in all the gainful arts of Peace, we urge our countrymen to adhere to and uphold that policy in undoubting faith that the true interest, not of a class or a section, but of each section and every useful class, is thereby subserved and promoted.

THE TRIBUNE aims to be preeminently a *Newspaper*. Its correspondents traverse every State, are present on every important battle-field, are early advised of every no able Cabinet decision, observe the proceedings of Congress, of Legislatures, and of Conventions, and report to us by telegraph all that seems of general interest. We have paid for one day's momentous advices from Europe by Cable far more than our entire receipts for the issue in which those advices reached our readers. If lavish outlay, unsleeping vigilance, and unbounded faith in the liberality and discernment of the reading public, will enable us to make a journal which has no superior in the accuracy, variety, and freshness of its contents. THE TRIBUNE shall be such a journal.

To Agriculture and the subservient arts, we have devoted, and shall persistently devote, more means and space than any of our rivals. We aim to make THE WEEKLY TRIBUNE such a paper that no farmer can afford to do without, however widely his politics may differ from ours. Our reports of the Cattle, Horse, Produce and General Markets, are so full and accurate, our essays in elucidation of the farmer's calling, and our regular reports of the Farmers' Club and kindred gatherings, are so interesting, that the poorest farmer will find therein a mine of suggestion and counsel, of which he cannot remain ignorant with positive and serious loss. We sell THE WEEKLY to Clubs for less than its value in dwellings for waste-paper, and, though its subscription is already very large, we believe that a Half Million more farmers will take it whenever it shall be commended to their attention. We ask our friends everywhere to aid us in so commending it.

TERMS.

DAILY TRIBUNE, Mail Subscribers, $10 per annum.

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Apr5.

HENRY & CO'S.

LUMBER AND COAL DEPOT.

LUMBER OF ALL KINDS,

Lath, Pickets, &c., constantly on hand.

FLOORING, SIDING, DOORS, SASH, FRAMES, &C., at manufacturers' prices.

ANTHRACITE, BROAD TOP, ALLEGHANY, SANDY RIDGE AND PITTSBURG COAL,

BY the TON, CAR, or BOAT LOAD.

Feb. 15, 1871.

THOMAS FISHER. H. G. FISHER. THOS. C. FISHER.

FISHER & SONS,

PROPRIETORS

of the

HUNTINGDON MILLS.

Manufacturers of

FLOUR, FEED, GROUND PLASTER, &C

Wholesale and Retail Dealer in

DRY GOODS, GROCERIES, FISH, SALT, &C.

A Specialty made of

CARPETS, OIL CLOTH & MATTINGS.

March 8, 1871.

BLOODED FOWLS.—The undersigned is prepared to furnish the eggs of White Brahma, Haudon, White Spanish, Black Spanish, Buff Cochin, and part Game Chickens. The eggs will be guaranteed. Orders left at Read's Drug Store will receive prompt attention. Address W. H. FISHER, Huntingdon, Pa.

March22-3 mos.

PITTSBURGH & CONNELLSVILLE R. R.

Passenger Trains between Bridgeport and Cumberland.

Trains will leave Bridgeport at 7 o'clock, a. m., for Cumberland.

Leave Cumberland, by Mt. Savage cars, at three o'clock, p. m., changing cars at Kreigbaum's for Bridgeport. 22mar.

HEADQUARTERS FOR FINE *CANDIES, TOYS, FRUITS, NUTS, &c,

The Huntingdon Journal.

Farm and Household.

Barns and Barn Cellars.

Twenty years ago I built a barn with basement, level on the east, with the bottom of cellar wall on three sides—all open on the east. Neither hay nor grain would keep well over the cellar; grain would grow on the bottom, hay would turn red and rust on the bottom and up on sides for a number of feet, till I made holes in the underpinning on three sides, and let the air circulate through the cellar; since then all is right.

Three years ago, I built another barn with bank wall on the west—the rest in closed with matched boards. The floor runs east on a level with the drive way on the west. The hay in the north bay extends from the top of barn to bottom of basement—the rest on a level with the barn floor. Under the floor and bay, were stalls for eight cows, four oxen and two horses; a row of windows and doors on the south and east to the basement. These were kept open in mild weather and closed in cold and stormy weather. One window on each end; the top six lights left open till very cold weather, and then closed, the first winter.

I found the hay was spoiling against the north and east sides, and when carting for market had to use the hay knife and cut about two feet wide till I came down to the floor, and there it was not much hurt. The cold on the outside condensed the moisture on the inside, and the timbers molded and turned black. The next winter, I left the two top windows open all winter, and the hay kept very well. This winter I had the top sashes taken out and the hole made twice as large and protected with slate made slanting, to admit air and not water. —*Cor Country Gentleman.*

Co-Operation Among Farmers.

A correspondent of the *Country Gentleman* urges co-operation among farmers for the following named purposes:

To lessen the cost of production of farm produce.

To lessen the cost of articles required to be purchased.

To cheapen the marketing of farm produce.

The maintainance of a reasonable price upon all farm products.

The first object to "lessen the cost of production of farm produce," is carried out in the cheese factory. Are there not other branches of agricultural industry which may also be benefitted by association? The satisfactory working of the butter and cheese factory is certainly very suggestive.

The second object, "to lessen the cost of articles required to be purchased," can certainly be accomplished by association. Farmers can by this means secure articles at wholesale or producers prices, and save the retail profit, which is seldom less than twenty-five per cent, and is often more. A neighborhood may combine and employ one or more of their number, to make their purchases by the quantity, as they now employ salesmen for the cheese factory. There ought not to be so many nonproducing middle-men. As far as posible, the producer and the consumer ought to be brought together and dispense with the expense of maintaining middle men. This can be done, to a great extent, by each neighborhood making its purchase in bulk, at wholesale prices.

Hollow Horn.

If the horns of the animals are cold in the morning, you may expect they have the horn ail. If the eyes look dull and heavy, and matter gathers in the eye, and the nose is dry and does not sweat, it is another evidence of horn ail. If the hair is dry and stands out straight, and the droppings are dry and hard, it is a third indication.

Take a common teacup half full of good strong vinegar, put in a tablespoonful each of fine salt and black pepper, ground fine, and let it soak. In the morning put a table spoonful in each ear of the animal affected; the next morning repeat the dose. If the case is not a bad one, two applications will generally effect a cure. As soon as the natural warmth returns to the horns, then the cure is effected.

I would recommend not to bore the horns nor cut them off till the above remedy has been tried.

In applying the medicine, it will be necessary for one person to hold the head and another to apply the medicine. Be sure to hold the ear up, so that the liquid will run into the head. I have not known a creature to die, with the horn ail that has been treated with this, for years.

Food for Fattening Horses.

Many good horses devour large quantities of grain and hay, and still continue thin and poor; the food eaten is not properly assimulated. If the usual feed has been unground grain and hay, nothing but a change will effect any desirable alteration in the appearance of the animals. In case oilmeal can not be obtained readily, mingle a bushel of flaxseed with a bushel of barley, one of oats and another of Indian corn, and let it be ground into fine meal. This will be a fair proportion for all his feed. Or the meal, or the barley, oats and corn, in equal quantites, may first be procured, and one-fourth part of the oil-cake mingled with it when the meal is sprinkled on cut feed.

Feed two or three quarts of the mixture two or three times daily, mingled with a peck of cut hay and straw. If the horse will eat that greedily, let the quanitity be gradually increased, until he will eat four or six quarts at every feeding, three times a day. But avoid the practice of allowing a horse to stand at a rack well filled with hay. In order to fatten a horse that has run down in flesh, the groom should be very particular to feed the animal no more than he will eat up clean, and lick the manger for more.—*Exchange.*

Now is the time to have cellars cleaned of everything that is calculated to generate foul gases. They should be thoroughly ventilated and the walls white washed. Inattention to the cleaning of cellars and yards of the filth that accumulated during the winter has proved a source of disease and in many instance so-called mysterious death.

Reading for Everybody.

Spring.

Spring is the welcomest child of all the year. The teeming millions of the earth, without a dissenting voice, say, "All hail to her." And one does not often see her come in such healthy and early fullness as she has come this season. Sometimes she coquettes us through many weeks of variable weather by distant smile and snatches of plaintive song. But, though these are but the early days of April, the grass is green in all the meadows, the bloom is thick in all the orchards, the lark wakes the morning with its chattering chant, and the robin sings out the happy day from his distant tree-top with its twilight hymn.

This time of beauty, of jocund life, of smile, and laugh, and poetry, calls up again the living picture of Solomon.

"For lo, the winter is past, the rain is over and gone;

The flowers appeared on the earth; the time of the singing of birds is come, and the voice of the turtle is heard in the land.

The fig tree putteth forth her green figs, and the vines with the tender grapes give a good smell."

It tests one's faith to believe all he sees now. And then it came like a dream, so quick. It seems but a day since the snow sifted through the air, and mantled the hills, and valleys were sere with last year's grass, and the trees were bare and naked and dead. A living breath seems suddenly to have blown upon the face of the dead world; a living, divine word seems to have been spoken to it, and, lo, the miracle. And with what silence the miracle has been wrought. Not even does one hear the groaning Christ, as at the grave of Lazarus, waking up the slumbering seeds and germs of nature. The blessed and beautiful work is noiseless. Now and then we could hear the doubtful and half uttered hymnal of some timid bird. But one had to listen well to understand that its broken note meant Spring. But no less is she here, singing, fragrant, pure, tender, beautiful.

Miracle. Yes, we say it, Spring is a miracle. A miracle it is contemplated in the original order of things, made possible in the germinal condition of nature from the first, by the All-being and the All-seeing. Into this original germinal possibility the good and beautiful and bountiful and great God enters in his vitalizing and fructifying power, and reveals himself in the tints and fragrances and melodies of Spring. Thank God for this proof He gives us of resurrection.

But aimd all this new-life beauty, and this merry tumult of happy voices, and this coming to life from the grave, we do not hear the laugh, nor song, nor see the sweet beaming face of our dear child. Up yonder on the hill she sleeps, where we laid her, when the last October sun dropped its weird and slanting light on the earth, and the October winds shook the frosted leaves from the half-naked trees. Death strikes deeper into human flesh than elsewhere. And the grave, when it has got its prey, fastens on it, and gripes it with a dreadful greed. For by this child's grave the green grass has shot up already, and the trees are white with bloom, and the birds warble in the day, and warble the day out, but her little feet are motionless, her sleep holds on, her lips do not break their awful silence. How we look, and long, and yearn and ache for her now in this Spring-time of resurrection. Ah, God, what waiting is not this! But this is prophecy. There is a Nature, and there is a Spirit. And there is a natural body, and there is a spiritual body.

This renewal that comes to us of nature, keeps up patience by re-assuring us. If God so clothe the grass, how much more will he not clothe and rehabilitate the dear dead who sleep. There comes another Spring ampler, warmer, more bountiful, touching the worst death, building up spiritual bodies on the subtle life life-germs of our dead kindred. And then! O heart of Christ, pity our waiting, and bring in that other Spring when, under the brooding of thine all-embracing life and love, the graves shall all blossom and bear their fruit.—*Christian Radical.*

News Summary.

Mrs. Partington will mount the rostrum next season, to deliver "a lecture without a subject."

Nettie Power Houston, the youngest daughter of Gen. Sam. Houston, has become a conspicuous contributor to the Southern press, with the intention of making writing her profession.

The suit for $5,000 damages, instituted in the United States Court at Richmond, Virginia, by Judge J. P. Wright, colored, of the Supreme Court of South Carolina, against the Richmond and Danville Railroad Company, was compromised yesterday by the payment of $1,200 to the plaintiff. He claimed damages on the ground that he was rejected from a first-class car on account of color, notwithstanding he held a first-class ticket.

In making an excavation for a new building on the corner of Fifth and Plum streets, Cincinnati, Saturday, the workmen, eighteen inches below the cellar floor, came upon the skeleton of what appears to have been a young girl, with a rusty, sharp-pointed knife near by. The absence of all appearance of a coffin, with other circumstances, has caused much speculation, not a few believing the girl has been mysteriously murdered and been secreted here, where it was hoped she would never be discovered.

West point is to be taught another lesson. As stated in The Press of Saturday, the Senate Foreign Relations Committee have determined to report in favor of the admission of six Japanese youths into that institution. As we already have American, English, African, German, and boys of other nationalities in this common academy, why not Japanese, and, if Japanese, why not Chinese? The difference between the two last is not easily distinguished.

A monument is being made in Philadelphia to the memory of the late Hon. Edwin M. Stanton. It is being erected by order of his executors, and is to be placed over his grave. The monument will be about eighteen feet high, and comparatively plain. The base will be five feet square, and will have a sub-base, on which will rest the die, with this inscription in raised letters:

EDWIN M. STANTON.
Born Dec. 19, 1814.
Died Dec. 24, 1869.

On the top of the die there will be a gothic cap, receiving a plain and massive square. The whole affair will be extremely plain, no ornamentation being attached to it.

Miscellaneous.

DRUGS!! DRUGS!! DRUGS!!

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Near the Depot, Huntingdon, Pa.

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NOTIONS, PAINTS, OILS, VARNISHES,
TOBACCO, SEGARS, AND PIPES,

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Crackers, Nuts, Fruits, &c., &c., &c.,

Choice Wines, Brandy, Gin, &c., &c.,

and pure old Monongahela Rye whisky for family medicinal use.

Special care given to filling Prescriptions.

Call at the Depot Drug Store for any and everything you may need in our line.

MEDICINES. MEDICINES.
Jan. 4, '71.

Clothing.

READY-MADE CLOTHING!

The Largest Stock; the Finest Goods; the Newest styles; the Best Workmanship; the Greatest Variety, at MARKET and SIXTH Streets.

In BOYS' WEAR we have every kind of material and every variety of styles suitable for YOUTH from 16 to 20, BOYS from 9 to 16, and CHILDREN from 5 to 9 years all durable and strong, made with special reference to rough usage. In this department our PRICES are astonishingly low. MARKET and SIXTH Streets.

WANAMAKER AND BROWN'S OAK HALL.

We have made our Establishment "THE HEADQUARTERS OF COUNTRY TRADE" in Clothing, and we can assure our friends from out of town that they need look no further than OAK HALL for satisfactory Clothing and satisfactory Prices. Full Stock all the year round. MARKET and SIXTH Streets.

Our CUSTOM WORK is of the very best character. Easy rules for measurement, prices, &c., sent free to any part of America, and good fits guaranteed. MARKET and SIXTH Sts.

PHILADELPHIA, PA.

jan18

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in the second story of Read's new building, on Hill street, cannot be found, besides a fine assortment of

READY-MADE CLOTHING,

he is prepared to offer to the public the finest line of

AMERICAN, ENGLISH & FRENCH CLOTHS,
CASSIMERES, VESTINGS,

ever brought to town, which will be *MADE TO ORDER IN THE LATEST AND MOST FASHIONABLE STYLES,* at rates never before equalled since the war.

Those in want of Clothing will consult their own interest by examining my goods and learning my prices before purchasing elsewhere.

Thankful for past patronage and being determined to guard his customer's interests, he solicits a continuance of the same.

GEO. F. MARSH.
Jan. 4, '71.

1871. 1871

CLOTHING FOR MEN AND BOYS.

H. ROMAN.

NEW CLOTHING,

FOR

SPRING AND SUMMER,

JUST RECEIVED AT

H. ROMAN'S

CHEAP CLOTHING STORE

For Gentlemen's Clothing of the best material and made in the best workmanlike manner, call a H. ROMAN'S, opposite the Franklin House, in Market Square, Huntingdon, Pa.
apr 26, '71.

Boots, Shoes and Leather.

REMOVED TO THE NORTH EAST Corner of the Diamond.

CAN'T BE BEATEN!

JOHN H. WESTBROOK

Respectfully informs the citizens of Huntingdon and vicinity that he has just received from the city a new and splendid stock of

LEATHERS,

BOOTS AND SHOES, HATS AND CAPS,

Hosiery, Shoe Findings, Carpet Sacks, Trunks, &c., &c., &c., &c.

All of which he is prepared to sell at greatly reduced prices.

Don't forget the new stand in the Diamond. Old customers and the public generally are invited to call.

Jan. 4, '71.

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has just opened up a large and varied assortment of

BOOTS, SHOES, LADIES' GAITERS, GLOVE KID SHOES,

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I have at all times an assortment of

HANDSOME BOOTS AND SHOES

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Particular attention paid to the manufacture of customer work, and orders solicited. Satisfaction guaranteed in all orders.

WILLIAM AFRICA.
Jan. 4, '71.

LOOK WELL TO YOUR FEET.

Ladies wishing to be supplied with neat and good shoes, will find it to their advantage to call on

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at their shop, on Railroad street, opposite the Broad Top Depot, where they can be supplied with almost every style, at moderate prices.

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Terms CASH.

HERTZLER & BRO.
Jan. 4, '71.

JOHN C. MILLER.

(Successor to C. H. Miller & Son,)

DEALER IN EVERY

VARIETY OF

LEATHER AND

SHOE FINDINGS,

HILL STREET,

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FURNITURE! FURNITURE!!

SELLING OFF AT COST!

The undersigned now offers to the public his entire stock of Plain and Fancy Furniture, consisting of

BUREAUS, BEDSTEADS,
WASH AND CANDLE STANDS,
CHAIRS, MATTRESSES,

Spring Bed Bottoms, and a great variety of PARLOR & KITCHEN FURNITURE,

and Chamber suits of every price and description. Home-made work of the best workmanship offered t eity prices. Several different kinds of Spring Bed bottoms constantly on hand. Bargains are offered to all who need furniture, as he is closing out at cost.

Work and sale rooms on Hill street, opposite the Monitor office.

JAMES HIGGINS.
jan25,'71.

IMPORTANT TO BUILDERS.

BURCHINELLS'

NEW PLANING MILL.

T. Burchinell & Son having just completed the erection of a first-class Planing Mill at Huntingdon, Pa., are prepared to fill all orders for Building Materials of all kinds, such as yellow and white pine flooring, Weather boarding, Door and Window Frames, Blinds, Sash, Shutters, Doors, Brackets and Scroll Work at shortest notice and on reasonable terms. Wood Mouldings of every description, and turned work in all its varieties. Their mill being situated on the main line of the Penna. Railroad and Canal, they enjoy superior facilities for the shipment of material to all sections of the State.

The senior proprietor of the firm being a practical builder and architect is prepared to furnish plans, specifications and detailed drawings for buildings in whole or in part as may be desired.

All orders promptly and faithfully filled.

Address

T. BURCHINELL & SON.
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Jan. 4, '71.

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Is now prepared to fill orders for

FLOORING, WEATHERBOARDING, DOORS, SASH,

and, in short, to do all kinds of

CARPENTER WORK,

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A large supply of Lumber of all kinds constantly on hand.

All orders should be addressed to

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Jan. 4, '71.

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FURNITURE WAREROOM,

In Smith's Building,

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PARLOR, DINING-ROOM and CHAMBER FURNITURE,

MATTRESSES OF ALL KINDS,

Cottage and Walnut Suits of all Styles.

Purchasers will find the largest stock of

GOOD FURNITURE

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WHOLESALE AND RETAIL.

We buy direct from manufacturers, for cash, and will sell for cash only. We can offer greater bargains than are to be had in the cities.

Huntingdon, July 13, 1870.–3m.

Miscellaneous.

1871. 1871.

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THIRTY-SIX COLUMNS

Of matter, printed on clear new type, making it one of the handsomest, as it long has been one of the cheapest, if not the cheapest, Wecklies in the country.

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jan.18,1871.

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THE WEEKLY STATE JOURNAL

Was established at Harrisburg to supply a want long felt in all parts of the State. No effort will be spared to make it an acceptable weekly visitor to the intelligent families of Pennsylvania. It will be devoted to Independent Journalism, will defend and advocate the rights and interests of the people and will assist every effort to advance the religious educational, moral and social condition of humanity. So long as the Republican party continues to be, as it now is, more than any other political organization, the enactor and defender of liberal and impartial laws, the protector of American Labor, the promotor of American Manufactures, and the leader in all great reforms, the Journal will advocate its principles and defend its policies.

The mining and manufacturing interests of the State, and the rights of the laboring men employed therein, shall always find favor in these columns. National and State measures proposed and enacted for the protection of American industry will ever be urged, advocated, and defended. The latest news, political, commercial, agricultural and social from all parts of the world, will be published weekly.

The proceedings of the Legislature throughout the session will be reported fully and promptly, so that the readers of the Journal may know what is transpiring at the State Capital. The Weekly Journal, like the Daily, is a first-class newspaper, thoroughly sound in politics, education, temperance and religion. It is a good agricultural paper, a good educational paper, a good temperance paper, a good religious paper, a good family newspaper.

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January 4, 1871.

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WHITE LEAD, PAINTS OF ALL KINDS,

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OILS, NAILS, LOCKS, HINGES,
OILS, NAILS, LOCKS, HINGES,

And Everything Pertaining to Builders,

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COOK STOVE,
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So highly recommended by every person using the same.

CALL AND EXAMINE OUR

HEATING AND COOK STOVES,

Of all descriptions, including the

POPULAR

MORNING-GLORY.

—ALSO—

REAPERS AND MOWERS,

HORSE HAY-RAKES,

GUM SPRING GRAIN DRILLS,

PLOUGHS,
SHOVEL MOULDL,
HARROW TEETH,

HORSE SHOES, IRON, &c., &c.

HUBS,
SPOKES,
FELLOES,
SHAFTS,
TONGUES,

SLEIGH RUNNERS AND FENDERS,

SLEIGH ROBES,
STEEL TYRE,

SENECA FALLS AND READING

THIMBLE SKEINS, & PIPE BOXES

Ever before offered in this part of the State.

SEND FOR OUR PRICES

Medical.

THE KIDNEYS.

The Kidneys are two in number, situated at the upper part of the lion, surrounded by fat, and consisting of three parts, viz: the Anterior, the Interior, and the Exterior.

The anterior absorbs. Interior consists of tissues or veins, which serve as a deposit for the urine and convey it to the exterior. The exterior is a conductor also, terminating in a single tube, and called the Ureter. The ureters are connected with the bladder.

The bladder is composed of various coverings or tissues, divided into parts, viz: the Upper, the Lower, the Nervous and the Mucous. The upper expels, the lower retains. Many have a desiae to urinate without the ability; others urinate without the ability to retain. This frequently occurs in children.

To cure these affections, we must bring into action the muscles, which are engaged in their various functions. If they are neglected, Gravel or Dropsy may ensue.

The reader must also be made aware, that however slight may be the attack, it is sure to effect the bodily health and mental powers, as our flesh and blood are supported from these sources.

GOUT, OR RHEUMATISM.—Pain occurring in the loins is indicative of the above diseases. They occur in persons disposed to acid stomach and chalky concretions.

THE GRAVEL.—The gravel ensues from neglect or improper treatment of the kidneys. These organs being weak, the water is not expelled from the bladder, but allowed to remain; it becomes feverish, and sediment forms. It is from this deposit that the stone is formed, and gravel ensues.

DROPSY is a collection of water in some parts of the body, and bears different names, according to the parts affected, viz: when generally diffused over the body, it is called Anasarca; when of the abdomen, Ascites; when of the chest, Hydrothorax.

TREATMENT.—Helmbold's highly concentrated compound Extract Buchu is decidedly one of the best remedies for diseases of the bladder, kidneys, gravel, dropsical swellings, rheumatism and gout affections. Under this head we have arranged Dysuria, or difficulty and pain in passing water, Scanty Secretion, or small and frequent discharges of water; Strangury, or stopping of water; Hematuria, or bloody urine; Gout and Rheumatism of the kidneys, without any change in quantity, but increase in color, or dark water. It was always highly recommended by the late Dr. Physick, in these affections.

This medicine increases the power of digestion, and excites the absorbents into healty exercise by which the watery or calcareous depositions, and all unnatural enlargements, as well as pain and inflammation, are reduced, and it is taken by men, women and children. Directions for use and diet accompany.

PHILADELPHIA, PA., Feb. 25, 1867.

H. T. HELMBOLD, Druggist:

Dear Sir:—I have been a sufferer, for upward of twenty years, with gravel bladder and kidney affections, during which time I have used various medicinal preparations, and have been under the treatment of the most eminent Physicians, experiencing little relief.

Having seen your preparations extensively advertised, I consulted with my family physician in regard to using your Extract Buchu.

I did this because I had used all kinds of advertised remedies, and had found them worthless, and, some quite injurious; in fact, I despaired of ever getting well, and determined to use no remedies hereafter unless I knew of the ingredients. It was this that prompted me to use your remedy. As you advertised that it was composed of buchu, cubebs and juniper berries, it occurred to me and my physician as an excellent combination, and, with his advice after an examination of the article and consulting again with the druggist, I concluded to try it. I commenced its use about eight months ago, at which time I was confined to my room. From the first bottle I was astonished and gratified at the beneficial effect, and after using it three weeks, was able to walk out. I felt much like writing you a full statement of my case at that time, but thought my improvement might only be a temporary, and therefore concluded to defer and see if it would effect a perfect cure, knowing then it would be of greater value to you, and more satisfactory to me.

I am now able to report that a cure is effected after using the remedy for five months.

I have not used any now for three months, and fell as well in all respects, as I ever did.

Your Buchu being devoid of any unpleasant taste and odor—a nice tonic and invigorator of the system. I do not mean to be without it whenever occasion may require its use in such affections.

M. McCORMICK.

Should any doubt Mr. McCormick's statement, he referms to the following gentlemen:

Hon. Wm. Bigler, ex-Governor, Pennsylvania.
Hon. Thos. B. Florence, Philadelphia.
Hon. J. C. Knox, Judge, Philadelphia.
Hon. J. S. Black, Judge, Philadelphia.
Hon. D. R. Porter, ex-Governor, Philadelphia.
Hon. Ellis Lewis, Judge, U. S. Court
Hon. G. W. Woodward, Judge, Philadelphia.
Hon. W. A. Porter, City Solicitor, Philadelphia.
Hon. John Bigler, ex-Govenor, California.
Hon. E. Banks, Auditor General, Washington, D. C., and many others, if necessary.

Sold by Druggist and Dealears everywhere. Beware of counterfeits. Ask for Helmbold's. Take no other. *Price*—$1 25 per bottle, or 6 bottles for $6 50. Delivered to any address. Describe symptoms in all communications.

Address H. T. HELMBOLD, Drug and Chemical Warehouse, 594 Broadway, N. Y.

NONE ARE GENUINE UNLESS done up in steel engraved wrapper, with fac-simile of my Chemical Warehouse and signed

H. T. HELMBOLD.

m-1,'70-1y.

Travellers' Guide.

PENNSYLVANIA RAIL ROAD.
TIME OF LEAVING OF TR

Winter Arrangement.

WESTWARD						EASTWARD	
MAIL	PACIFIC EXPRESS	PASSENGER WAY	PITTSBURGH EXPRESS	STATIONS.	FAST LINE	MAIL
P. M.	A. M.	A. M.	A. M.		P. M.	P. M.
4 56	.....	11 57	.....	N. Hamilton	.....	5 13
5 05	.....	12 05	7 45	Mt. Union	.....	5 05
5 11	.....	12 14	.....	Mapleton	.....	4 57
5 29	.....	12 23	7 56	Mill Creek	.....	4 48
5 35	5 20	12 37	8 08	HUNTINGDON	.....	4 33
5 54	.....	12 58	.....	Petersburg	11 12	4 15
6 03	.....	1 06	.....	Barree	.....	4 06
6 10	.....	1 15	.....	Spruce Creek	.....	4 00
6 28	.....	1 28	.....	Birmingham	10 46	3 46
6 32	.....	1 37	8 55	Tyrone	.....	3 39
6 44	.....	1 48	.....	Tipton	10 30	3 29
6 50	.....	1 55	.....	Fostoria	.....	3 23
6 55	.....	2 00	.....	Bell's Mills	.....	3 18
7 15	6 20	2 20	9 30	Altoona	10 00	3 00
P. M	A. M.	P. M	A. M.		P. M.	P. M

The Fast Line Eastward, leaves Altoona at 12 48 and arrives at Huntingdon at 1 57 A. M.

The Cincinnati Express Eastward, leaves Altoona 5 55 P. M., and arrives at Huntingdon at 7 05 P. M.

Pacific Express Eastward, leaves Altoona at 7 15 and passes Huntingdon at

Cincinnati Express Westward, leaves Huntingdon 3 35 A. M., and arrives at Altoona at 4 50 A. M.

The Fast Line Westward, passes Huntingdon at P. M., and arrives at Altoona at 8 45 P. M.

HUNTINGDON AND BROAD TOP RAILROAD.

Winter Arrangement.

On and after Wednesday, Nov. 22d, 1870, Passe Trains will arrive and depart as follows:

UP TRAINS.			DOWN TR	
ACCOM.	MAIL	STATIONS.	ACCOM.	
P. M.	A. M.		A. M.	P
LE 5 20	LE 9 00	Huntingdon	AR 8 40	AR
5 28	9 08	Long Siding	8 29	
5 42	9 21	McConnellstown	8 13	
5 49	9 30	Pleasant Grove	8 05	
6 03	9 45	Marklesburg	7 50	
6 18	10 00	Coffee Run	7 35	
6 25	10 08	Rough and Ready	7 27	
6 40	10 22	Cove	7 12	
6 48	10 27	Fishers Summit	7 06	
AR 7 05	10 43	Saxton	6 50	
LE 1 10	10 50			
	11 08	Riddlesburg		
	11 36	Pipers Run		
	11 56	Tatesville		
	12 08	Bloody Run		LE
	AR 12 12	Mount Dallas		LE

SHOUP'S RUN BRANCH.

LE 7 10	LE 10 55	Saxton	AR 6 40	AR
7 25	11 10	Coalmont	6 25	
7 50	11 15	Crawford	6 20	
AR 7 40	AR 11 25	Dudley	LE 6 10	LE
		Broad Top City		

JOHN M'KILLIPS, Su

Nov. 22, 1870.

Miscellaneous.

FARMERS AND CATTLE DEALE

Only *one trial* is asked for, after which will *never be without it!*

The greatest and only *warranted* Cattle M cine in the market, you find in Wittich's R cal Rinderpest Remedy, in three

DIFFERENT PREPARATIONS.

No. 1, Against any sickness of the Cattle, like Cough, Hardening of the Udder, Rotten Hoof etc. Farmer should keep it always on hand.

No. 2, Against Lung disease, etc., and No. 3, ag the horrible Rinderpest or Cattle plague. The No. 1, in time will prevent any outbreak of the pestilence.

Full directions on each bottle, and by using it st according to them, *the cure is warranted!* Pric per bottle. Manufactured only by the Inventor.

Dr. Fr. WITTICH,
964. North 5th Street
Philadelphia

For sale at S. S. Smith's Drug Store H ingdon,

Agent for Huntingdon Co., Pe

Dec. 14-2m-*

MONEY CANNOTBUY IT!
FOR SIGHT IS PRICELES

But the Diamond Spectacles will Preserve I

THE DIAMOND GLASSES,

MANUFACTURED BY
J. E. SPENCER & CO., N. Y.,

Which are now offered to the public, are pronou by all celebrated Opticians of the World to be the

MOST PERFECT,

Natural, Artificial help to the human eye ever k They are ground under their own supervi from minute Crystal Pebbles, melted together, derive their name "Diamond" on account of hardness and brilliancy.

The Scientific Principle on which they are structed brings the core or centre of the lens di ly in front of the eye, producing a clear and dis vision, as in the natural, healthy sight, and venting all unpleasant sensations, such as g mering and wavering of sight, dizziness, &c., liar to all others in use. *They are Mounted Finest Manner*, in frames of the best quality, materials used for that purpose. *Their Finish Durability*

CANNOT BE SURPASSED.

CAUTION.—None genuine unless bearing trade mark stamped on every frame.

AARON STEWART, Jeweler and Optician Sole Agent for Huntingdon, Pa., from whom can only be obtained. These goods are not sup to pedlers, at any price. [June15,

LIME,

From the Kiln of George Taylor, Marlborg, proven by chemical analysis to be of the quality, constantly kept and for sale in any q tity, at the depot of the H. & B. T. Railroad.

Apply to Henry Leister, "Broad Top House. Jan. 4, '71.

A GREAT MEDICAL DISCOVE
DR. WALKER'S CALIFORNIA

VINEGAR BITTER

Hundreds of Thousands
Bear testimony to their Wonderful Curative Effects.

WHAT ARE THEY?

THEY ARE NOT A VILE

FANCY DRINK,

Made of Poor Rum, Whiskey, Proof Spir and Refuse Liquors doctored, spiced and sw ened to please the taste, called "Tonics," "Appe ers," "Restorers," &c., that lead the tippler cr drunkenness and ruin, but are a true Medicine, m from the Native Roots and Herbs of California, fr from all Alcoholic Stimulants. They are GREAT BLOOD PURIFIER and A LI GIVING PRINCIPLE a perfect Renovator Invigorator of the System, carrying off all poison matter and restoring the blood to a healthy condit No person can take these Bitters according to di tion and remain long unwell.

$100 will be given for an incurable case, provi the bones are not destroyed by mineral poison other means, and the vital organs wasted beyond power of repair.

For Inflammatory and Chronic Rheum tism and Gout, Dyspepsia, or Indigesti Bilious, Remittent and Intermittent Feve Diseases of the Blood, Liver, Kidneys, a Bladder, these Bitters have been most succe ful. Such Diseases are caused by Vitiat Blood, which is generally produced